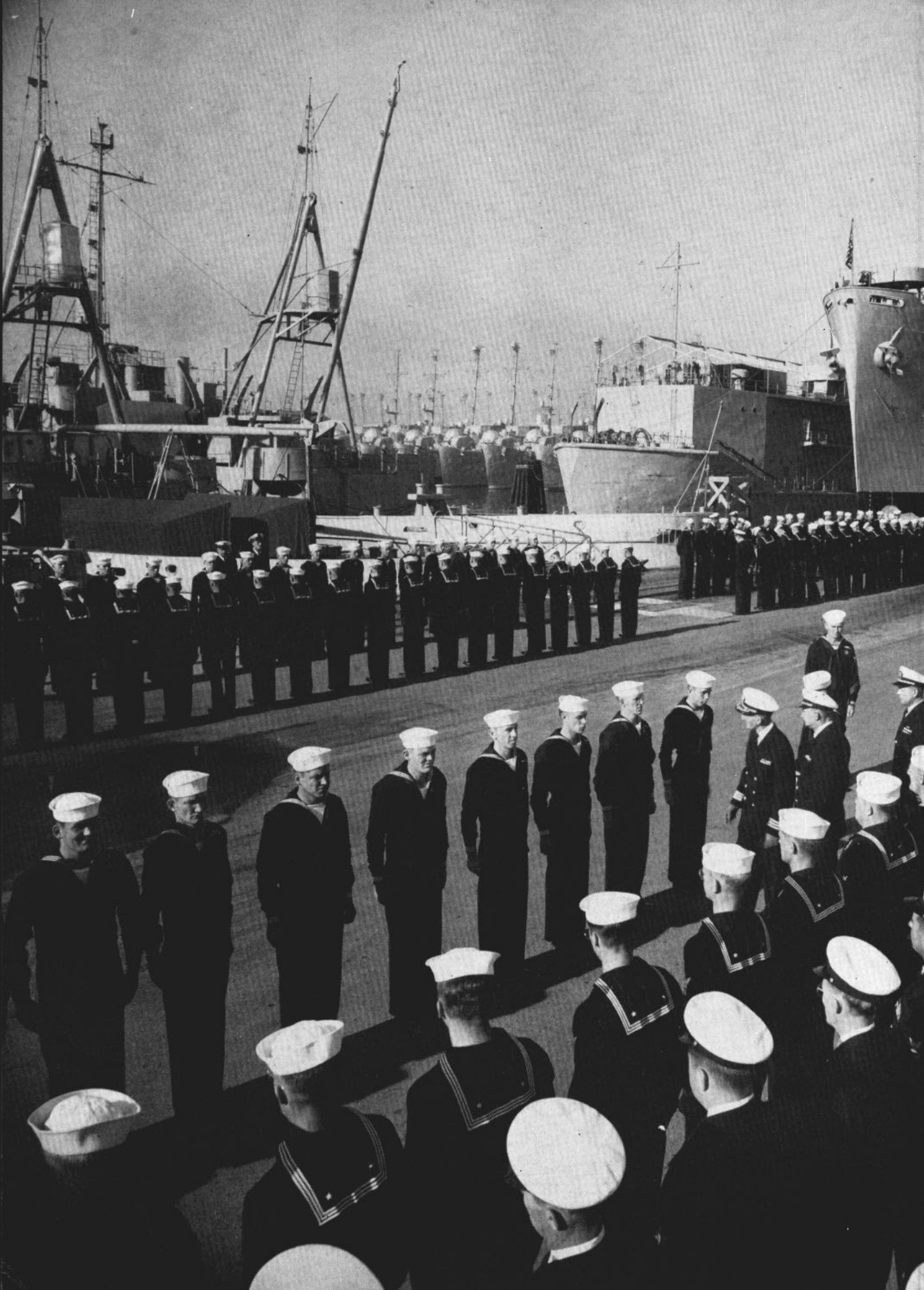
ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

This magazine is intended for 10 readers. All should see it as soon as possible. PASS THIS COPY ALONG

JUNE 1955



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JUNE 1955 Navpers-0 NUMBER 460

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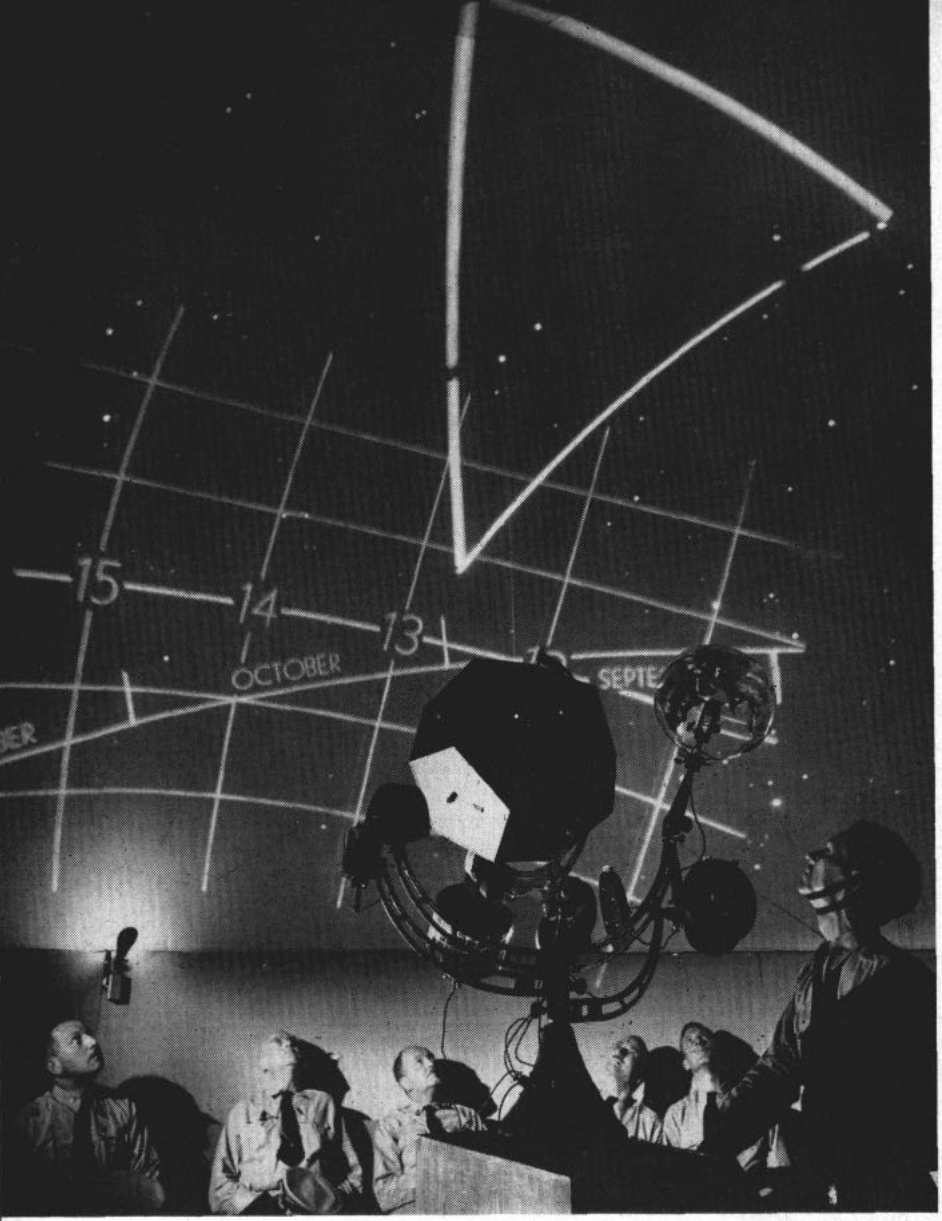
• **FRONT COVER: SIGNALMAN** stands by ship's bridge to pass the word on to another vessel with a flash of signal search light.

• **AT LEFT: PREPAREDNESS**—Men and ships standing ready to serve their country in case of emergency are exemplified by Navymen of Sub Group One, San Diego Pacific Reserve Fleet during inspection, with mothballed ships in background.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense Photos unless otherwise designated.



HEAVENS ABOVE—this device trains Navymen in celestial identification.

These Fakes

"BUTTON HOLE, this is OBOE 26—Break — Target number . . . ."

This phrase triggers the fire control team on DD 111 into action. The gyro repeaters in Combat Information Center read course 350°. The pit log shows a speed of eight knots.

The naval gunfire spotter ashore has described the assigned target and its location. The target is a gun emplacement that has been harassing our troops.

"Shot!" shouts the radio talker to the spotter as the first round is fired. A few seconds later, when the computer indicates that the shell should be exploding on the target, he calls "Standby!"

A few more tense seconds pass and then comes the spotter's voice giving instructions for adjusting the gunfire on the target. The teams in plot and CIC do their work well and after a few more salvos, they receive the awaited words:

"Cease fire, end of target, gun emplacement destroyed."

★ ★ ★

THIS NAVAL GUNFIRE support mission didn't take place in Korea. In fact, a shell wasn't even fired and there were no casualties. It was another training mission completed in the *Supporting Arms Evaluator.*

Although there was no ship underway, no actual target, and no shell expended, the training received by the fire control teams from battleships, cruisers and destroyers is startlingly realistic, thanks to the "SAE" developed by the Special Devices Center, Port Washington, N. Y.

WHAT MAKES THIS SAE trainer so good? Wouldn't it be much better to take a ship to sea and actually run a training problem? There are a number of arguments, pro and con, that could be presented. Look at it this way: You just don't give a man a football uniform and then expect him to know the fundamentals of the game and be able to play a game in cooperation with his teammates. You've got to have teamwork. The big job of the SAE is just that: teaching teamwork.

The Supporting Arms Evaluator consists of eight separate rooms. The equipment in use there is familiar to the students because it's shipboard equipment. In the CIC room, you find, among other things, a Dead Reckoning Tracer, complete with chart, drafting arm, dividers, and other instruments used in navigation.

There are two plotting rooms. Main Plot contains a range keeper Mark 8, a Dead Reckoning Tracer, and sound powered circuits. This room is used by teams from battleships and cruisers. Also in this room is the necessary fire control equipment used by LSMR teams.

The DD 111 in the above "incident" used the 5-inch or Secondary Plot. This is equipped with a computer Mark 1A, identical to the one used with the 5-inch mounts on board ship.

The heart and brain of the SAE is the Problem Control Room. Here the problems are created, presented to the ship's teams, and their answers resolved by an electronic computer.

If the problem is a joint operation, the Supporting Arms Coordination Center is the headquarters of the Amphibious Command Group during approach and initial landing operations.

In the Fire Support Coordination Center, a position ashore is simulated where artillery, air and naval gunfire are directed by the Fire Support Coordinator.

THE MAP ROOM simulates the "beachhead" or area of operations. Located here are a model of the terrain under attack and observation posts for air and ground spotters. The terrain model is also equipped with automatic star shell simulators and a lighting system which can sim-

Save Lives, Time, Money

ulate all conditions of illumination, from full daylight to total darkness. These effects are remotely controlled from the Problem Room.

Any type of operation must have its vital link—communications. The radio room in the SAE coordinates training problems with actual troops, ships, and aircraft in the field. All types of radio gear associated with amphibious military operations are found in this room.

There are two SAEs in operation in the Navy today. One at the Amphibious Base, Little Creek, Va., and the other at Coronado, Calif.

An officer on the staff of the SAE at Coronado estimated that in the first three months of the SAE there, approximately 7800 rounds of 5"/38 ammunition and 3000 rockets were "expended" in the trainer by ship's teams. An equal number of rounds fired on the range and with probably less training results, would have cost Uncle Sam an estimated $700,000. And this price doesn't include the time saved in man-hours plus the savings in fuel and in wear on ships and guns.

ONE OFFICER who went through the course of instruction at SAE between tours of duty as executive officer of two tin cans in Korean waters, stated that this training definitely increased the effectiveness of his ship.

"It gave each man a clear, concise picture, not only of his own job, but of the entire operations, with each man 'learning through doing.'

"Not only that," he added, "besides the tremendous training received, the entire operation was quite entertaining. All the officers and men of our group could hardly wait to actually run a problem on the SAE trainer."

This training-entertainment combination is quite true of many of the devices designed and developed by the Special Devices Center. Many of the training devices are similar in many respects, although much more complicated, to the gadgets you'll find in a penny arcade.

HAVE YOU EVER GONE to a penny arcade, put a nickel in the slot, and tried to "shoot" down the enemy airplane that is electrically flashed across the screen?

The Navy has had a similar training device for a long time to aid aerial gunners in shooting down enemy aircraft. With the Navy trainer, you don't put a nickel in the slot but you'd better learn the art of hitting flying aircraft. Some day this practice may determine if you eat breakfast the next morning.

This particular training device is known as the *Dual Projection Trainer.* In it, the aerial free gunnery student is faced with the problems of recognition, range estimation, lead and ammunition conservation in the same rapid sequence as would be encountered in actual combat. Not only that, there are plenty of sound effects to add to the tenseness and realism of the training. Actually, the student gunner is firing at excitingly real motion pictures of attacking aircraft.

ONE DEVICE THAT you probably won't find duplicated in a penny arcade is the *Submarine Attack Teacher.* This special device is used to teach submarine conning officers and fire control parties to approach and attack enemy vessels.

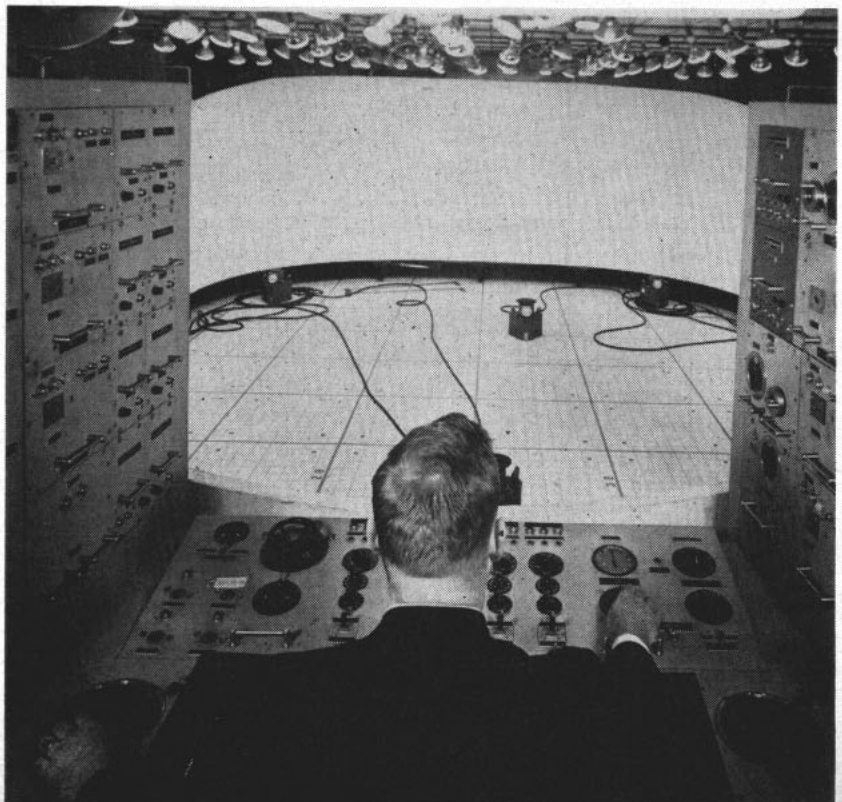
The Submarine Attack Teacher at New London, Conn., takes up three decks in a building. On the top deck is the "surface" of the ocean. There's an opening in the "ocean surface" through which the periscope rises. There are five "crabs" on the ocean —model cars bearing target ship models which can be maneuvered by an instructor, either in convoy or independently, at speeds up to 50 knots.

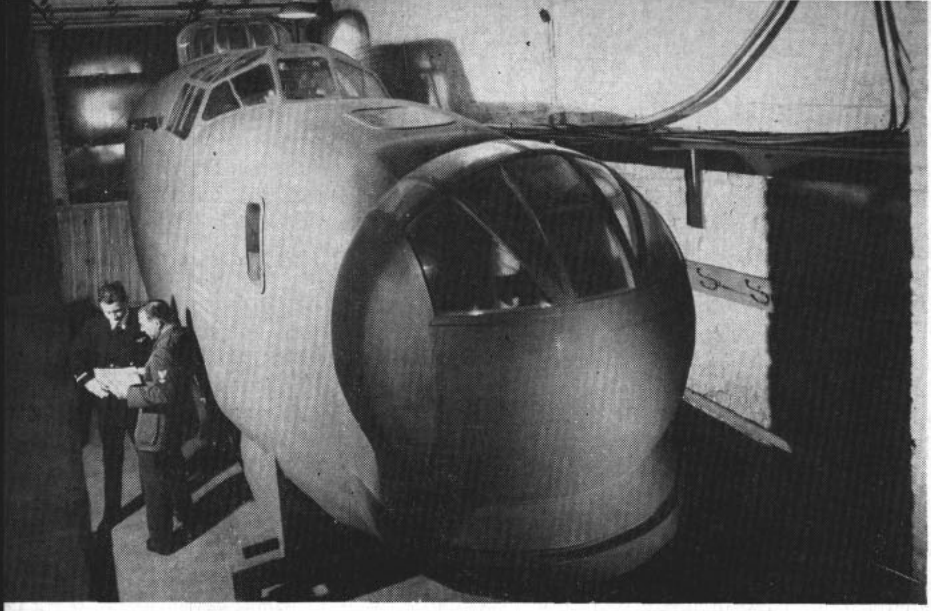
On the second deck of the trainer is the conning tower and control room. Here you'll find all the operative equipment normally found in a submarine. On the third deck is the *Askania Diving Trainer,* which can be interconnected with the Attack Teacher in diving operations.

ATTACK CONDITIONS are realistically simulated. The five "crabs" travel on the floor above the submarine to be observed and tracked with periscope, radar or sonar, and attacked with torpedoes. The submarine, under the control of the students in the conning tower, responds normally to the helm. Speed changes and turns are accompanied by normal acceleration and deceleration characteristics.

THERE ARE VARIOUS TYPES of problems that the instructors can throw

'CRABS' CRAWL ON OCEAN surface of Sub Attack trainer simulating enemy ships to be tracked and sunk by trainees in mock-up of sub in rooms below.





OPERATIONAL FLIGHT TRAINERS duplicate flight problems so realistically that even seasoned pilots have come out perspiring after flight mission.

at the students in the Attack Teacher. Among these are surfaced or submerged attacks on single fast or slow targets; surface or submerged attacks on unescorted convoys or on convoys escorted by one or two destroyers;; evasion of anti-submarine vessels, long-range radar tracking and approach; and submerged sonar attacks unaided by periscope observation.

Another vivid example of the help that these various training devices can provide came during the latter part of World War II. Rear Admiral John Gingrich, USN, (then a captain), requested that the Special Devices Center aid in installing simplified operational damage control diagrams on his ship, the USS *Pittsburgh* (CA 72).

THREE-DIMENSIONAL charts were designed and developed by the SDC. The new-type diagrams, easily read and depicting vividly the location of valves and compartments, were installed in *Pittsburgh*. The pay-off came in June 1945 when *Pittsburgh* lost her bow in a typhoon between Guam and the Philippines. The whole forward part of the ship, 104 feet back from the stem, was torn off in the storm which caused extensive damage among ships of the task force.

Admiral Gingrich later stated that he believed that the 3-D charts provided by the Special Devices Center aided materially in saving his ship and allowing her to limp back to Guam without a loss of life. These charts, or similar ones, are in use by the Fleet today.

But not all training devices supplied by SDC are for the general services. The original Special Devices section was a part of the Bureau of Aeronautics, and during its first years of operation it was concerned only with the developing of training aids for the Air Navy. The SDC has grown from a desk in BuAer to a branch of the Office of Naval Research, headed by a captain.

Long before the Special Devices Center at Port Washington, N. Y., was established, Commander Luis de Florez, USNR, now a Rear Admiral (ret.), had the idea of synthetic military training. He was convinced that inexperienced young men could be taught to fly, shoot, navigate, bomb and perform other combat duties quickly, safely and economically, through the use of synthetic training equipment or—as he called it "special devices."

With the coming of World War II, thousands of men, completely inexperienced in the use of equipment and methods of combat, came into the Navy. They had to be trained in the best—and quickest—methods possible. Actual equipment was not available so a substitute had to be made—and the synthetic training aids, or special devices provided the answer.

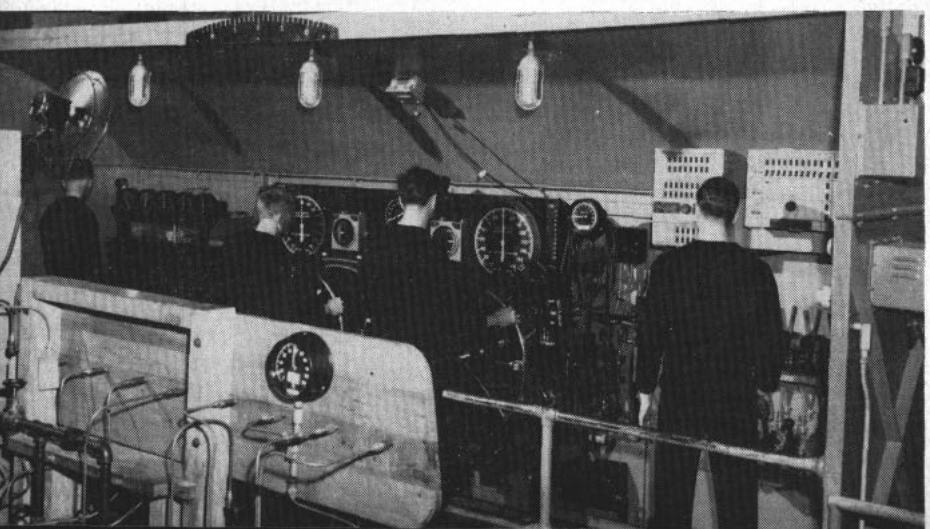
During that time, the Special Devices Center produced some 500 various types of training devices which were used throughout the world, at continental training centers, on ships, and in rear areas of the combat zone.

Today, the various training equipments and techniques developed and produced by the SDC run into the thousands. They are used by the Navy, Marine Corps, Coast Guard, Air Force, Army, National Guard, and by a number of foreign nations aided by the U. S. under the Mutual Defense Assistance Pact. The latter is quite important since most of our allies are using the same type of equipment as U. S. Armed Forces.

THERE ARE LITTLE DEVICES and big devices—small inexpensive teaching aids like the *Pocket Blinker* which fits into the palm of the hand and is used for practice in sending and receiving blinker signals, to huge installations, like the Submarine Attack Teacher, the Supporting Arms Evaluator and the many Operational Flight Trainers which are so valuable in the training of aviation personnel.

The Navy isn't the only service to benefit from the work of the Special Devices Center. Many Navy-developed training devices and aids are now in use by the Army and National Guard. Among these are the *Celestial Identification Trainer, 3-D*

RIG FOR DIVE—Future submariners are taught how to control submarine below the ocean's surface in simulated dives and surfacings on trainer.



Weather Maps, Cargo Handling Demonstrator and *Electronics Countermeasures Trainer.*

Now, the SDC also designs and develops training devices specifically for use by the Army. Included in this category are the M-47 and M-48 Turret Tank trainers; the "Skysweeper" series of training aids to train crews who will man that powerful piece of antiaircraft equipment; and an automatic remote scoring target which immediately and accurately scores small-arms range practice.

WHERE DO ALL THE IDEAS for all these training aids come from? They are born in the minds of just about everybody. One of your shipmates might possibly have originated an idea for a training aid. Or it could have been a training officer, a field activity, or it might have come from the Special Devices Center itself.

Whatever its source, the idea must first be approved by one of the training agencies, which are the Chief of Naval Personnel, Chief of the Bureau of Medicine and Surgery, Commandant Marine Corps, Deputy CNO for Air and Deputy CNO for Operations. If an idea has merit and its development will aid military training, then the Special Devices Center, at the request of a training agency, initiates development.

The main departments of the Special Devices Center are the Engineering Research and Development, Military Requirements and Field Services. The largest of the three is the Engineering Research and Development Department, where most of the training hardware is developed.

The Military Requirements Department has the job of following the latest developments in science, industry and research as they pertain to operational gear that could be used as a training aid.

The Field Services Department are the "trouble shooters" of the SDC. They set up devices in the field, service them, and see that the devices operate properly.

PUT INTO A NUTSHELL, the Port Washington, N. Y., Special Devices Center is constantly checking on the training devices now in use, looking in all directions for new ideas, and designing and developing new and better training devices.

One of the outstanding accomplishments of SDC in recent months has been the completion of Project Typhoon and Project Cyclone. Project Typhoon is one of the largest and most accurate electronic analog computers ever built. This mechanical brain is being used to evaluate the performance of guided missiles—before the missiles are built!

DUAL PROJECTION TRAINER for aerial gunners reminds one of penny arcade game but realistic sound effects and devices simulate combat conditions.

Project Cyclone is another type electronic brain which test-fires guided missiles before they are built. Guided missiles, which cost as much as $100,000 apiece to build, are thus evaluated and test fired by these two machines at a fraction of what it would otherwise cost.

THE SPECIAL DEVICES CENTER, as a rule, designs training aids to simulate the operation and control of airplanes, ships, weapons and other gear, to teach personnel how to operate gear already built or being built. But Cyclone and Typhoon were conceived to teach men how guided missiles would behave, as well as how to operate them, *before* they are built.

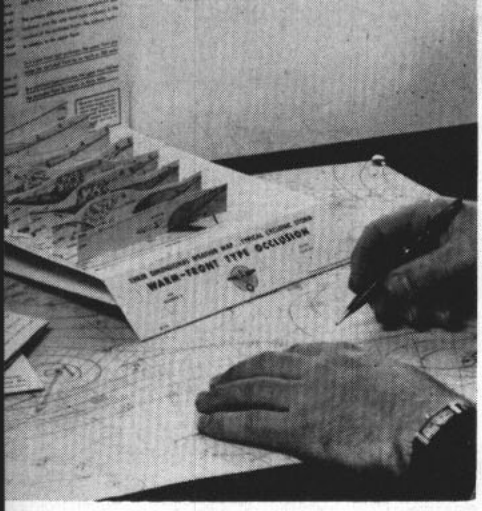
Although it would be quite impractical to list here all the different special devices, here are a few that might be a cross-section of these devices:

• *Polar Navigation Trainer*—This is a modified version of the Celestial Navigation Trainer which SDC developed. In this trainer, flights can be made in any direction, at any geographic position in the northern hemisphere above 35° North Latitude. Patrol plane crews can fly simulated operations above the Arctic Circle. True air speed up to 1000 knots and wind speed of 250 knots can be simulated. Crews of this trainer can take their aircraft to a simulated altitude of 100,000 feet.

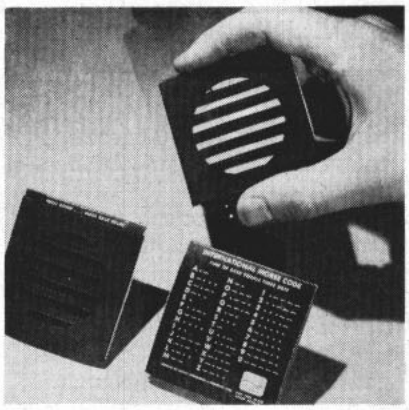
• *Operational Flight Trainers*—These trainers simulate the latest design features, equipment and flight characteristics of various types of Navy aircraft. There are both stationary and mobile OFTs.

One of the latest to be designed is the F4D *Skyray* Mobile Operational Flight Trainer. This self-contained, air conditioned trainer, installed in a

CHIEF DEMONSTRATES how Navy uses special devices to teach principles of block and tackle to sailors.



3-D WEATHER CHARTS developed at center give pilots and weathermen a clear weather picture up to 25,000 ft.



MIDGET TRAINER, fitting the pocket, aids bluejackets learning searchlight signaling. Code is printed on its back.

trailer, provides advanced training for pilots preparing to fly the *Skyray*. Other OFTs have been developed to simulate the F3D-2 *Skynight*, F3H-1N *Demon*, and the F9F-9 *Tiger*.

Flights in the Operational Flight Trainers demand all the precautions and skills of flight in the operational aircraft. In the cockpit of the OFT, the pilot prepares for the training flight just as he would in the actual airplane. He checks his controls, sets his instruments and prepares to "fire up" his engines. The starting sequence of the plane is paralleled electronically in the trainer, even to the actual sounds.

Throughout the entire flight the pilot finds a close parallel between the trainer and actual plane. He learns how to take off, stay in the air, cope with countless emergencies, and land—without once leaving the safety of his earthbound cockpit. He also learns that even the trainer will not run without "fuel."

With a flip of a switch, the OFT instructor can start a fire, break fuel lines, ice the wings, lock the controls, jam the radio and foul the landing gear. The situations that can be presented are so realistic, that even seasoned pilots have been known to crawl out of the cockpit of an OFT, after flying a simulated mission, perspiring and quite "shook."

Another big advantage of the OFT is that the instructor can "freeze" a problem where the student is making a big mistake. The student's errors causing the trouble can be pointed out to him and corrected while they are still fresh in his mind. When the difficulties have been ironed out, the instructor flicks the switch and the training sequence is resumed.

• *Maneuvering Tactics Trainer*—This trainer, located at the General Line School, Newport, R. I., provides realistic drill and practice in tactical maneuvering problems that involve surface craft, airplanes and torpedoes. Each of sixteen projectors throws a circular image which simulates a ship or plane on a 16x16 foot screen that represents an area 96 nautical miles square.

A pip on the image shows the heading and is also used as a range and bearing line during rangefinding operations. Ship speeds from zero to 35 knots and aircraft speeds from zero to 600 knots can be simulated during a problem.

• *Propulsion Demonstrators*—These elementary devices help classroom demonstration of the basic principles of the various propulsion systems used in the guided missile field. The device consists of three-dimensional plastic mockups with portions of the simulated outer casings removed to show essential details of construction and principles of operation.

• *Radial Engine Demonstrator*—This device, a cross section representation of a nine-cylinder radial aircraft engine, is used to demonstrate the four-cycle sequence of operation. The crankshaft, piston rods, pistons and valves are operated by turning a crank on the face of the device. Such things as valve lap, valve lag, and piston position are shown during the various stages of the firing cycle.

• *Battleship Mooring Mockup*—This is a wooden mockup of an *Iowa* class battleship bow about eight feet long. This device helps the instructor familiarize large groups of students with forecastle nomenclature and procedures for anchoring, mooring, towing and the handling of ground tackle. All gear used in mooring in a stream or tying up alongside a dock is included and operable.

• *Cargo Handling Demonstrator*—Officers and enlisted men learn the principles and procedures of cargo handling and stowage, the rigging of cargo booms and other related gear with the aid of this device. It is a model of the Number 3 hatch of a composite Liberty-Victory ship and has removable hatch covers, operating booms and winches.

• *Damage Control Shoring Kit*—This kit is used to train personnel in methods of damage control aboard ship by means of wooden shoring. The device consists of five wooden boxes, open on one side, which represent ship's compartments. Watertight doors, overhead beams, columns, combing and other structural members used in the erection of shoring are built into the boxes. Shoring techniques are demonstrated by using pre-cut wood sticks.

• In addition to the various training devices developed by the Special Devices, motion pictures, strip films and "Automatic Rater Cards," which have questions and answers on military subjects, are produced by the Visual Design Branch of SDC.

The Graphics Art Section of SDC develops the two-dimensional training aids—charts and posters. You've more than likely received some of your Navy training by the use of these charts and posters. Among the many charts that have been developed are Star Identification Chart, Polar Navigation Diagrams, Gunnery Posters, cutaway views of machinery and guns, and Seamanship posters.

The Special Devices Center has played a role in the training of just about every man in the Navy—from Admiral Arthur W. Radford, USN, on down to the newest recruit. From recruit training to Class "A" Schools to the General Line School, training aids and devices designed and developed by SDC are used.

But unlike the training teams on the Supporting Arms Evaluator, the officers and men of the Port Washington, N. Y., Special Devices Center will never hear the words "Cease fire, mission accomplished." There will always be something new for us to learn and special devices will make our learning more thorough, quicker, safer, and more economical.

—Rudy C. Garcia, JO1, USN.

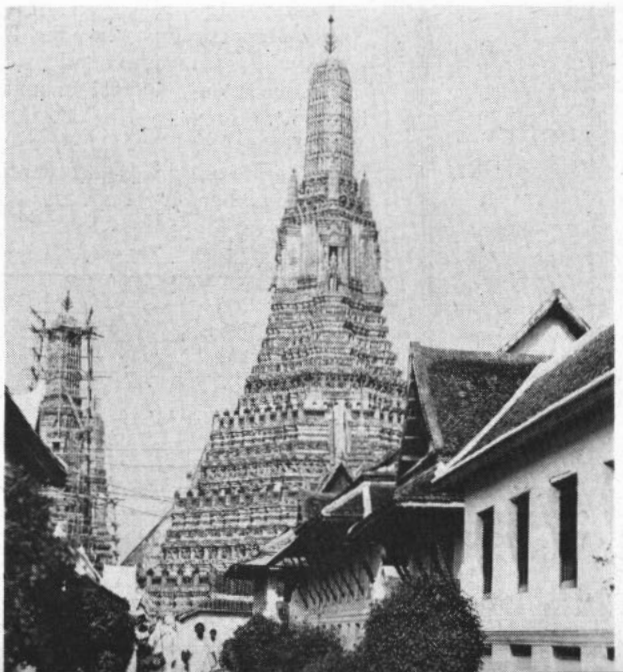
Bangkok Stopover

ON HER LATEST tour in the Far East, USS *Essex* (CVA 9), dropped anchor in the Gulf of Thailand and the liberty launch headed for the country's capital, Bangkok.

Whitehats from *Essex* were greeted by Thai sailors who gave them pointers and escorted them to the interesting sights of this picturesque city, often called the "Venice of Asia" because of the sprawling network of canals that stem from the Menam river.

During tours over the many modern bridges and along Westernized streets, with street cars, autos, and electricity, sailors of the "Land of the Free," for that is what *Muang Thai* or Thailand means, pointed out the 400 strangely contrasting gilded Buddhist temples and parks. Huge statues made of porcelain-covered bricks gazed down at the *Essex* crewmen as reminders of the days of the Kingdom of Siam whose history goes back to the Fifth Century, B.C.

Upper right: Oriental buildings "catch the eye" of *Essex* sailors touring the parks of the Grand Palace. *Upper left:* Modern building of Amporn Garden is snapped by Navyman. *Right: Essex* crewman looks over the souvenir situation. *Lower right:* Lacy spire of Vat Arum stops Navy photogs. *Lower left:* Thai sailor gives Lewis C. McAteer, ADAN, USN, (left) and Robert P. Roode, AA, USN, the word on what to see and do.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **CORPUS CHRISTI HOUSING** — If you receive orders for the Corpus Christi, Texas, area, you'll find the housing prospects are considered good by those who know the situation. There are three housing projects, two on the air station and one that is located about four miles off the station. Navymen find that at these projects there is little or no waiting for one-, two- or three-bedroom units.

The housing situation in the city is also adequate, either for rental or purchase.

However, furnished houses are not plentiful. The price for renting this type of housing is comparable to that of most civilian housing.

• **DUTY ON BOARD FORRESTAL** — Reenlistees stand a good chance of drawing duty on board the new carrier USS *Forrestal* (CVA 59) under the choice of duty privileges set forth in BuPers Inst. 1306.25A of 3 Mar 1955.

This instruction applies, with certain exceptions, to Regular Navy enlisted personnel who reenlist under continuous service; to enlisted members of the Naval Reserve who, while on active duty, enlist or reenlist in the Regular Navy; and to enlisted members of the Naval Reserve and Fleet Reserve who have been on continuous active duty for general assignment for a minimum period of four years and who agree to remain on active duty for general assignment for an additional three or more years.

In manning *Forrestal*, priority consideration will be given to personnel reenlisting for the Atlantic Fleet with the carrier as their first choice of duty. Such assignment is highly probable for men reenlisting in the near future providing their rates are included in the ship's allowance. However, no guarantee can be made.

• **EM SUB TRAINING**—If you are a machinist's mate in one of the pay grades E-4 through E-6 and exceptionally well qualified, you may possibly be accepted for submarine school and eventual selection in the Nuclear Powered Submarine Training Program. However, it is emphasized in BuPers Inst. 1540.2A that acceptance for initial submarine training and duty does not assure selection. (See also p. 46).

In addition, requests for sub training and duty in conventional powered subs by enlisted personnel are also being accepted at the Naval Submarine School, New London, Conn. Those with the following rates and ratings are eligible:

QM, GM, FT, RM, RD, SO, EN, TM, ET, EM, IC, YN, CS, SD in pay grades E-4, E-5 and E-6 and identified strikers of these ratings.

HM in grades E-5, E-6 and E-7.

SN, SA, FN, FA, TN, and TA.

MM in pay grades E-4, E-5 and E-6 and identified strikers.

Requests should be forwarded to the Chief of Naval Personnel (Attn: Pers B233a) via your CO.

To be eligible, you must: have 24 months' obligated service commencing with the convening date of the class to which you are ordered; be a volunteer for sea duty in submarines; have a minimum combined ARI and MAT or ARI and MECH score of 100 (waivers of more than five points are not, as a rule, granted, and one to five point waivers are granted only if your GCT is 55 or above); be physically qualified for submarine duty as described in the BuMed *Manual;* and have demonstrated evidence of emotional and mental stability and maturity.

Age limits have not been established, since it is felt that age often does not accurately measure a man's stamina and flexibility.

You are ineligible if: You are in a transient status, or; you are attending a naval school (except if attending class "A" or "P" school and are of one of the ratings listed above).

With the exception of submarine school candidates ordered directly from recruit training, it is preferred that you serve in your present type duty, whether sea or shore, for at least one year before being ordered to submarine school.

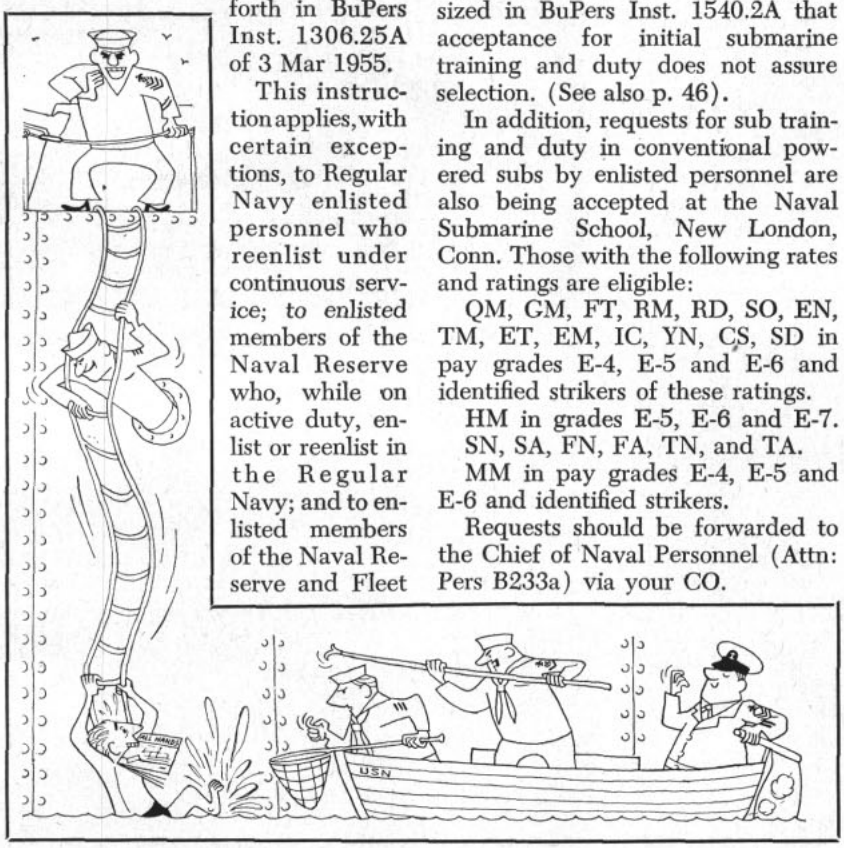
If you have been separated from the submarine service and have the designator (SS), you may request return to sub duty if qualified.

Graduates may expect assignment to duty on board submarines in commission or under construction.

• **BASEBALL**—If you're going to be in the New York City area any time this summer, you should plan on seeing some major league baseball games. The privilege to servicemen to see these games has once again been extended by the three major league clubs in New York. And it won't cost you a cent, either.

All servicemen and women in uniform may attend any home game of the New York Giants, Brooklyn Dodgers and New York Yankees. It is necessary that you be in uniform. In case of sellouts, you will be admitted on a first come, first served basis.

Here's how you get in: At Yankee Stadium, the serviceman's gate is at 157th St. and River Ave. Down the street at the Polo Grounds, you can get in to see the Giant games through the gate at 159th St. and 8th Ave. At Brooklyn's Ebbets Field, you can get in through the press gate located at McKeever Place.



YOU WON'T GET AWAY with it! ALL HANDS is for 10 men. Pass it along!

It May Not Be a Record —But It's Still Good

The men of Air Anti-Submarine Squadron 27 believe they may have set some kind of record when the squadron commanding officer presented 30 Good Conduct awards to men in the unit.

This ceremony brought to a total of 44 the number of Good Conduct medals that have been presented to men in the squadron since 1 January of this year. Altogether, these awards total 132 years of good conduct.

[What constitutes a "record?" In the December 1954 issue of ALL HANDS, for example, USS *Cobbler* (SS 344) claims 17 Good Conduct medals for its crew, and in the July 1954 issue, we tell of 100 crew members of USS *Columbus* (CA 74) receiving the Good Conduct medal. It would seem that claims of a "record" of this nature would have to be established on a percentage basis.—ED.]

• **ENLISTED PILOT'S COMMISSION**—Temporary appointments or reappointments as ensigns, LTJGs, and lieutenants will be issued to 321 enlisted aviation pilots.

Of the 321 selected, 226 will be commissioned ensigns, 68 will be commissioned LTJGs, and 27 will be commissioned lieutenants. Those selected for temporary appointment to LTJG and LT have previously served in the grade for which selected and many of those selected for ensign have previously served in that grade.

The appointments will be issued in July with the date of rank about 2 Jul 1955. They will become effective when administrative requirements have been met and personnel have been determined physically qualified.

• **2484 NEW CPOs**—As a result of the February 1955 examinations, 2427 enlisted personnel will be advanced to the grade of chief petty officer. These promotions take place in five increments that began 16 May 1955 and will end 16 Jan 1956, with two months between each increment.

In addition, 57 men in 17 ratings for which no examinations were given this past February were advanced to CPO from the waiting list resulting from the February 1954 tests. They were advanced 16 May in the first increment which included a total of 535.

In the second increment, to be advanced 16 July, there are 492; the 16 September group totals 4991; the 16 November increment totals 479 and the last group, to be promoted 16 Jan 1956 totals 487.

• **NEW YEOMAN SCHOOL** – The first Class B Yeoman School to be located at the U. S. Naval Training Center, Bainbridge, Md., has been established. The advanced school which prepares Navy and Marine personnel for advancement to the top two yeoman pay grades, offers a highly concentrated course of stenographic instruction with special emphasis placed on the Uniform Code of Military Justice.

For the past three years, the Yeoman "B" School has been located at the Naval Air Station, Norfolk, Va. However, the Norfolk school is slated to be disestablished the 10th of June.

• **DESIGNATING A BENEFICIARY**—Failure on your part to designate a specific beneficiary on your *Record of Emergency Data* (DD Form 93) could result in improper disposition of your Servicemen's Indemnity in the event of death.

Through past experience the Veterans Administration has found that in the absence of a specific beneficiary, the indemnity sometimes goes to persons whom it is apparent the serviceman would not have wished to receive the benefit. For example, a man whose parents are dead, and who is separated from his wife might wish that in the event of his death, his indemnity would go to his sister. However, unless he specifically designates his sister as his beneficiary his indemnity would go to his wife.

To remedy this situation it is now compulsory for the Navyman completing a DD Form 93 to state specifically the name and relationship of the beneficiary. An entry of "No designation" under Item 21 of the *Record of Emergency Data* may no longer be used.

Navymen who have recently executed a DD Form 93 with a "No designation" on it, do not have to change it now. However, any future change of status that requires a new "93" means that you must name a beneficiary.

QUIZ AWEIGH

You're probably pretty sharp at recognizing the different enlisted rating insignia, but how well can you recognize the various Corps devices? Seems that on every examination for advancement in rating, there is always one or more of these devices to identify. Most everyone can recognize the star for line officers, the cross for Christian chaplains and the Tablet of Law and Star of David for Jewish chaplains. But how about these devices?

1. An officer wearing this device is in the (a) Supply Corps (b) Medical Corps (c) Dental Corps.

2. If you were asked to describe this device, which term would you choose? (a) a spread maple leaf embroidered in gold (b) a spread oak leaf embroidered in gold (c) a spread oak leaf embroidered in gold surcharged with a silver acorn.

3. If you answered the above correctly, you'll recognize this device as belonging to a naval officer in the (a) Medical Service Corps (b) Medical Corps (c) Nurse Corps.

4. The above corps device, like all the others, is customarily worn (a) on shoulder boards (b) on sleeves of blue and white uniforms (c) on sleeves of all uniforms.

5. The corps device pictured above belongs to an officer in the (a) Dental Corps (b) Supply Corps (c) Civil Engineer Corps.

6. This device is worn by (a) women officers only (b) men officers only (c) both men and women officers.

(Answers will be found on page 55.)

LantFleet Mine Force Goes

IT WILL BE A LONG TIME before the waters off Cape Romain, S. C., regain the poise and majesty befitting a sizeable chunk of the Atlantic Ocean. They've recently gone through a shattering experience in the form of Operation LANTMINEX, the Navy's most intensive post-war mine warfare exercise.

An aggregation of approximately 50 vessels, including minelayers, mine sweepers, submarines, LSTs, net tenders and repair ships, as well as helicopters, patrol, attack, photo and service squadrons, after doing their worst to their hypothetical enemy, have departed, leaving Cape Romain to pull itself together as best it can.

The larger part of the Atlantic Fleet Mine Force, under command of RADM Harry Sanders, USN, is now back in its home port of Charleston, S. C., comparing notes and evaluating the work done.

It all started back in March, when a task group known as the DEFENDERS departed Charleston and established a "channel" ten miles long, off Cape Romain.

Buoys marking the channel were laid and contact mines were planted by the destroyer mine layers USS *Shannon* (DM 25) and *Harry F. Bauer* (DM 26) operating with the DEFENDER force. Two aircraft squadrons of FAirWing 11, Jacksonville, Fla., laid nearly 80 per cent of the mines used during the operation.

In this mock war game, the opposing force, AGGRESSORS, attempted to travel the mined channel to carry out attacks on enemy shipping. During the second phase of the exercise, it was up to this force to clear the channel to gain access to open sea.

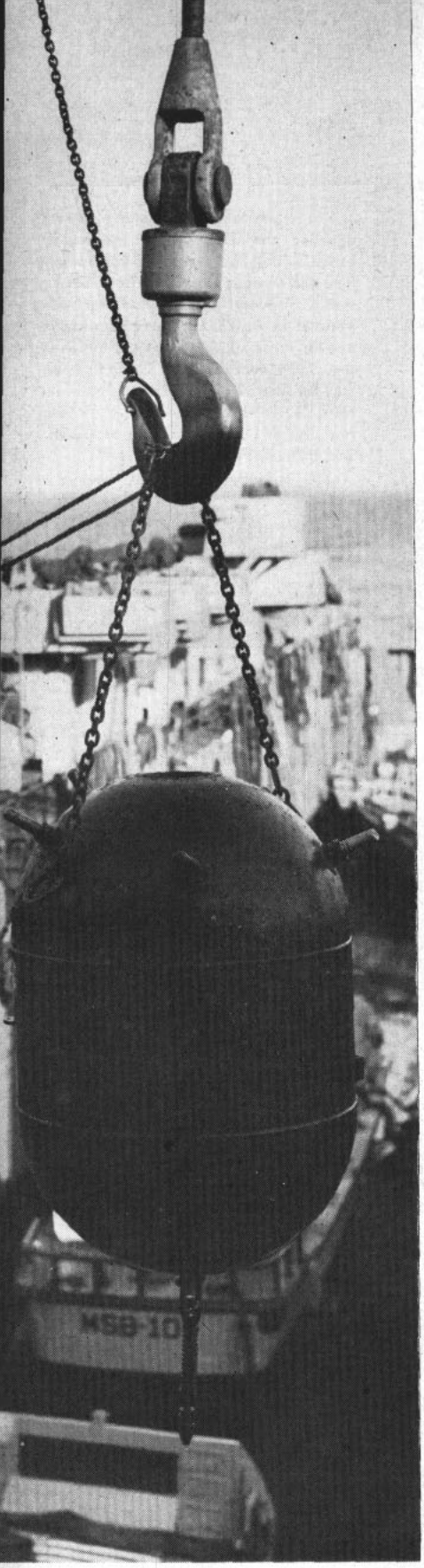
Units of both forces suffering "casualties" were divided into three groups: those "sunk," those suffering "heavy damage," and those sustaining "light damage."

A ship judged as sunk must leave the area for 12 hours, and it could then rejoin the group as a new ship. Vessels heavily damaged were also required to leave the formation for 12 hours, but could return as a ship fresh out of yard overhaul. Light damage required only that a unit withdraw for two hours, at which time they could resume operations.

Mines used in the exercise did not carry explosives, but released marker flares when set off. To distinguish different types of mines, various colored signals were used.

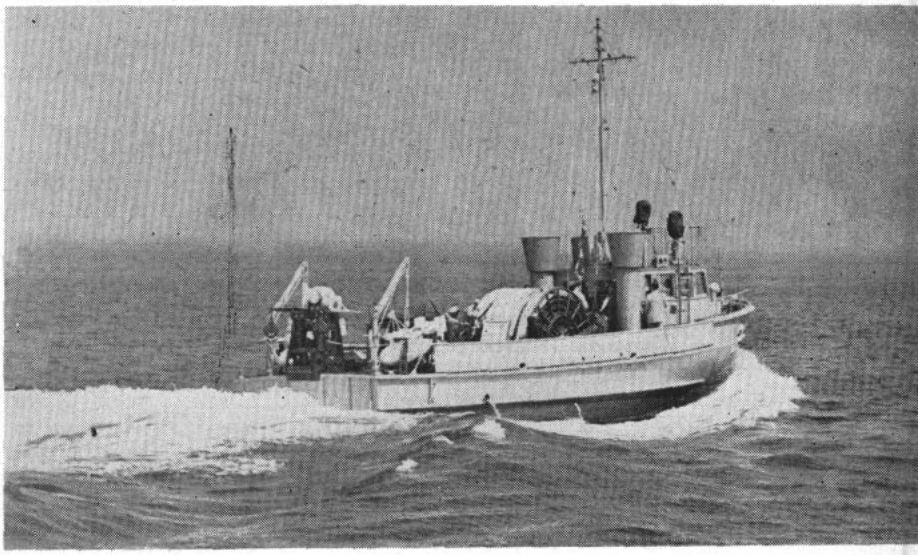
Each mine was equipped with a brightly colored float which, at the end of a pre-determined period, was automatically released to rise to the surface. These floats were readily spotted from three recovery vessels, net tenders USS *Yazoo* (AN 92), *Tunxis* (AN 90) and *Waxsaw* (AN 91).

Six of the Navy's newest wooden hull mine sweepers, USS *Aggressive*



THIS ENEMY MINE was taken from Wonsan harbor. Captured mines help determine future sweeping methods.

'MIGHTY MIDGET' MSBs, skippered by CPOs, proved their worth in spite of rough waters of Cape Romain, S. C., during mine exercises of Atlantic Fleet.



Into Action

(MSO 422), *Bold* (MSO 424), *Bulwark* (MSO 425), *Dominant* (MSO 431), *Detector* (MSO 429) and *Exploit* (MSO 440) engaged in all types of mine sweeping.

These new ships represent a drastic change in the design of modern vessels, as the Mine Force returns from iron ships to wooden ships manned by iron men.

In answer to the increased sensitivity of modern mines, the Navy has produced the non-magnetic mine sweepers (see February 1954 issue of ALL HANDS for details) such as those operating with LANTMINEX.

Of laminated wood construction, these ships are a far cry from the earlier wooden ships. These new minesweepers are a welcome addition to the Navy and represent a big step in meeting the threat of large scale enemy mining activities.

In addition, eight of the Navy's latest "mighty midget" mine sweeping boats, skippered by CPOs, proved their worth in spite of rough waters off Cape Romain. They were: *MSB-11*, under A. H. Tipton, BMC, USN; *MSB-25*, under C. B. McAfoos, QMC, USN; *MSB-28*, T. S. Elliot, BMC USN; *MSB-35*, L. N. Blodgett, QMC, USN; *MSB-36*, K. A. Stephens, BMC, USN; *MSB-37*, F. J. Rathsam, BMC, USN; *MSB-42*, J. M. Butts, QMC, USN; and *MSB-43*, with J. W. Kocur, QMC, USN, in charge.

Five submarines, the snorkel type USS *Amberjack* (SS 522), *Chivo* (SS 341), *Batfish* (SS 310), and two of the Navy's smallest subs, *SST-1* and *SST-2* also participated.

Two net tenders USS *Tunxis* (AN 90) and *Yazoo* (AN 92) planted marker buoys showing the channel limits, while a mine hunting unit with USS *Oriole* (MHC 33) and *Harkness* (MHC 12) conducted the search for and location of the mine fields.

Although continuously at sea during the entire exercise which began on 7 March and ended 4 April, crewmen of the units enjoyed most of the conveniences of modern living ashore. Daily mail service by helicopter kept them in touch with families at home, Charleston papers were delivered daily, and current movie films were shown. Medical facilities were provided by Atlantic Fleet Mine Force doctors assigned to the task groups and spiritual welfare and guidance needs of the personnel were handled by chaplains from the Minecraft Base who travelled by small boat from ship to ship, conducting service during the Lenten season.

USS AGGRESSIVE (MSO 422), one of six of the Navy's newest wooden hull mine sweepers to participate in mine war game, makes passage through Cape.

Other vessels which took part in the exercise included: destroyer mine sweepers USS *Gherardi* (DMS 30), and *Fitch* (DMS 25); the coastal mine sweepers USS *Goldfinch* (MSO(O) 12), *Grackle* (MSC(O) 13), *Grosbeak* (MSC(O) 14), *Grouse* (MSC(O) 15), *Lorikeet* (MSC(O) 49), *Robin* (MSC(O) 53) and *Turkey* (MSC(O) 56). Auxiliaries included the repair ship USS *Minotaur* (ARL 15) and three teams of "Disposaleers" from Explosive Ordnance Disposal Unit Two; *LST* 1069 and *LST* 209, which served as helicopter ports for Groups 80 and 81 of HU-2, Lakehurst, N. J.

LST-BASED COPTERS performed many duties from mine spotting to mail delivery during extensive maneuvers. *Above:* Plane releases aerial mine into water.

Navy Tops Inter-Service Bowlers, Scores

NAVY'S POWERFUL BOWLING team added the 1955 Inter-Service Bowling Championship to the Sea Service's string of titles, missing only one first place bowling title in the tournament held at NTC Great Lakes, Ill. Besides the team title, the Navy keglers took the singles championship, first and second place in the All-Events, and second and third place in the doubles event.

Led by Nick Nicholson, SO1, USN, of the Fleet Sonar School, Key West, Fla., and James St. John, AL3, USN, of NAS Moffett Field, the Navy timber tumblers racked up a total pinfall of 8397 during the two-night tournament. The Air Force team was second, 100 pins back, while Army finished third and the Marines fourth.

In the first night of Inter-Service competition, the doubles and singles events were held, with each bowler rolling six games. In the first game of the doubles, Lloyd James, AM3, USN, of NAS Oceana, Va., and James St. John, posted scores of 221 and 215, respectively, but were overtaken by the Air Force duo of John Neff and Don Little in the final two games.

James' and St. John's total of 1137 was good for second place. George Betts, YN1, USN, of the Naval Photo Center, NAS Anacostia, D. C., and Nick Nicholson, SO1, USN, held down third position for Navy with a 1131.

Nick Nicholson's 247 game in the doubles was the high game of the tournament, with Bob Strampe of the Air Force taking second. Louis St. Sauver, AD1, USNR, of NAS Minneapolis, Minn., was third with 232.

James St. John won the singles title for the Navy, as he rolled a soaring 621 series. He registered scores of 196, 188 and 237 in gaining his championship for Navy. PFC Don Zak, of Army, was second with a 615 series.

In the All Events, the Air Force held a commanding 28-pin lead, combining their singles and doubles to give them 6611 sticks, while Army was second with 6594 pins, followed by Navy with 6583 and Marines with 6399.

Navy was 39 pins down going into the first games of the team events. The sailors came through with blistering series of 1110 and 1111 to overcome the Air Force margin and take a 17-pin lead. This margin was too much for the Airmen, although the flyboys did rally on a 1095 series to pick up six pins on the sailors.

Navy's Louie St. Sauver scored high series in the team events as he keged games of 232, 214 and 198.

Three Navy bowlers finished among the top five in individual standings, with an Airman and one Army man rounding out the group. Sailor Nick Nicholson was first with a total pinfall of 1742 for a 193 average. James St. John was second on a 192 average and a total pinfall of 1736. Dick Hoover of Army was third and John Neff of Air Force was fourth. Rounding out the quintet was Navy's Louie St. Sauver, with a 1720 total and a 191 average.

Also playing a big role in Navy's victory were Lloyd James, AM3, USN, of NAS Oceana, Va., with a 1631 total; Joseph Makowski, CS3, (SS), USN, of USS *Manta* (AGSS 299), with 1568; and George Betts, YN1, USN with a 1496.

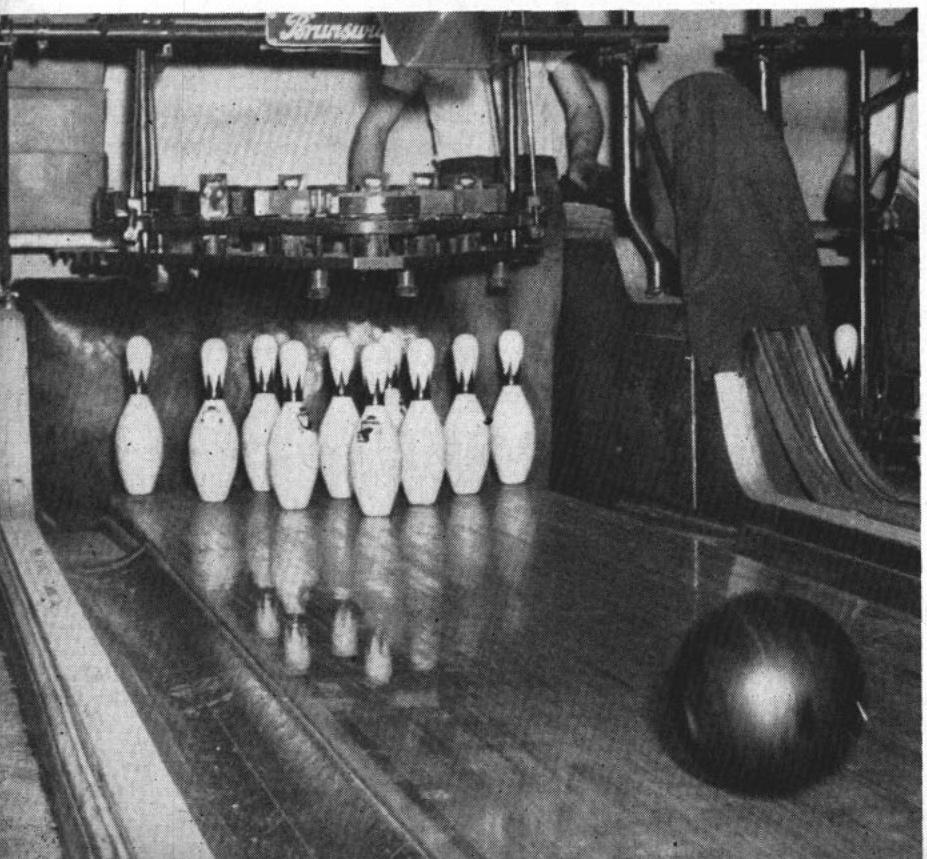
The six-man Navy team in the Inter-Service was selected from the bowlers with the highest total pinfall in the All-Navy championships. The All-Navy tournament had been held a week earlier on the same alleys.

Lloyd James rolled a five game series of 963 and finished the eight-game All-Navy tourney with a 1544 to head one of the finest arrays of Navy bowling talent ever assembled. James St. John, the only member of the Western team to make the All-Navy squad, posted a 1518 total pinfall and placed second. He also took the high game honors in the All-Navy with a 247 game.

Lou St. Sauver won the All-Navy singles championship with a 590 series and also finished third in total pinfall with 1515 score. Joseph Makowski, CS3, USN, was fourth on his 1477 total pinfall. George Betts of Naval Photo Center was fifth with a 1417 total and Nick Nicholson, SO1, USN, was sixth on the list with a 1401 total pinfall.

In the five-game competition, St. John won high honors as he rolled 1025 for an outstanding 205 average. Joe Makowski was second as he tumbled 967 pins for a 193 average while Lloyd James finished third with a 963 and a 192 average.

The other four bowlers in the All-Navy were, in the order they finished: Chief Electrician M. Fazio, USN, of ComEleven (1383); C. M. Hippensteel, EM3, USN, ComTwelve (1371); R. Hillebrand, SN, USN, of Atsugi Naval Air Station, Japan, (1361); and Chief Machinist M. Schreck, USN, of the Naval Air Facility, Oppama, Japan, (1359).



Close Second in Boxing

NAVY BOXERS CAME OUT of almost nowhere to capture four weight titles and come within one point of winning the 1955 Inter-Service boxing championships, held this year at Oakland, Calif., Army Base. Army, which took three weight titles to Navy's four, squeezed into first place on a point basis, 30 to 29. Spearheaded by eight Atlantic Fleet battlers, the sea-going leatherpushers had been delegated to fourth place by pre-fight prognosticators.

The Air Force team, with five defending champions, had been tabbed as the favorites with most of their troubles expected from Army and Marine Corps fighters. No one, except the sailors, gave the Navy much of a chance.

The sailor-sluggers made their intentions well understood on opening night when seven of the 10 fighters came through with sparkling victories. But what really amazed the crowd, and the other teams, was the top physical condition, eagerness, morale and ability of the sailors in the championship battles.

After the first three championship bouts, the Navy was trailing and their only defending champion, Cliff Eskridge, SN, USN, had suffered defeat by unanimous decision to the Army's Heiji Shimabukuro.

Cliff had won the first and third rounds, but two knockdowns in the second round had swung the judges' votes to the hard-hitting Hawaii-born fighter.

But in the fourth fight of the night, for the lightweight championship of the Armed Forces, Navy's Eugene Toran, SN, USN, came up against defending champion Jim Hornsby, Air Force. This fight set the pace for the following three fights, with Navy battlers coming through each time.

Toran kept Hornsby off balance throughout the fight, raining blows from all directions and never letting the former champion get set. Early in the first round, a crushing right to the chin by Toran sent Hornsby's mouthpiece flying. Later in the round, Hornsby staggered Toran, the only time the Navyman was in trouble, but Toran was able to hang on until the bell.

The final two rounds were all Toran's as he bulled his way past Hornsby's outstretched left hand, moving inside to score effectively with a double left jab to the body and an overhand right to the head.

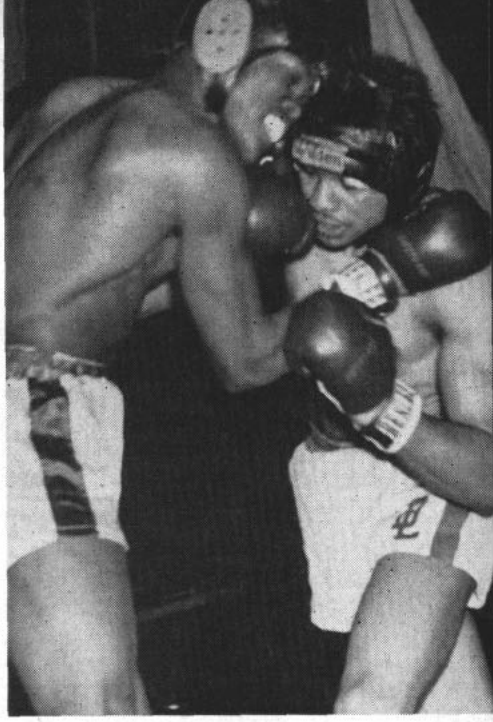
In the third, Toran again sent Hornsby's mouthpiece flying with a right hook as the confused Hornsby was unable to cope with the unorthodox tactics of the victory-minded Toran. The battling sailor from the carrier USS *Saipan* (CVL 48) was awarded a unanimous decision for Navy's first "upset" victory of the night.

Frank Medley, SN, USN, of USS *Douglas H. Fox* (DD 779), came through for Navy's second championship as he pounded out a well-deserved unanimous decision over defending champion Willie Morton of the Air Force.

The two light welterweights began sharpshooting early in the first round, but Medley presented a constantly moving target to the dead-panned Air Force boxer.

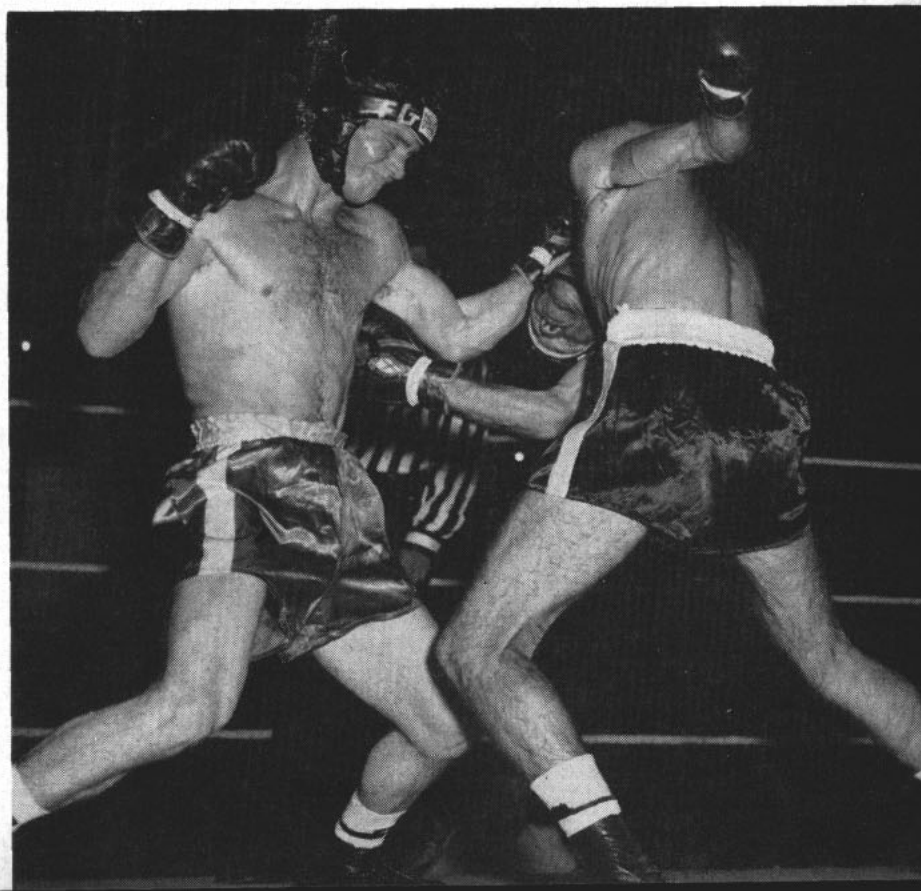
The classy Navy fighter had control of the fight from beginning to end and was never in any serious trouble. He would stick and move, stick and move. Then when Morton would try to close in, he'd be greeted with Medley's power-laden right.

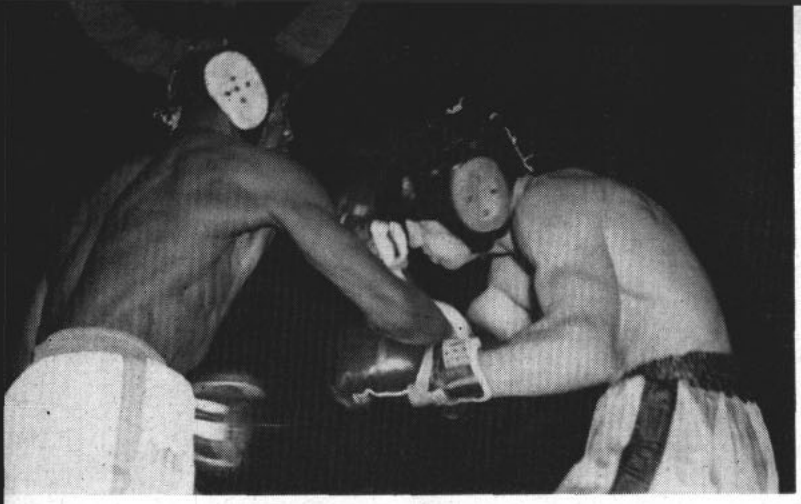
Morton knew that he'd lost the first two rounds to the tough Navyman and tried to open up in the third, Medley, not one to back away from a punch, moved in as eagerly



INTER-SERVICE Middleweight Champ, Rudy Sawyer, USN, (rt.), won decision over Army's Willie Russell.

'HEADS ROLLED,' in season's tournaments leading to inter-service victory. Here, (l. to rt.) L. Leitzell, *USS Essex*, and R. Lanham, Guam, fight in West Pacific finals.





WELTERWEIGHT winner Barrett (left) moves in on Army's Lane. Lightweight Toran, (left) upsets AF ex-champ Hornsby.

and cornered Morton. In a vicious exchange that had the 3300 spectators on their feet, Medley came out none the worse for wear and it was quite evident that the steam was now out of Morton's punches. Medley, who is a combination boxer-slugger, outslugged the airman as he went on to win the light welterweight title.

At intermission time, at the end of five bouts, Navy boxers had been in three scraps and had come through with flying colors in two. Not bad for a team that no one had suspected even had a chance.

Larry Barrett, SN, USN, of USS *Coates* (DE 685), and the Army's Pearce Lane opened activities after intermission.

Lane was former NCAA welterweight champion from Michigan State. Barrett probably didn't realize this, or else wasn't impressed, as he outboxed the cagy Lane and won the title on a split decision.

Lane might have had a slight advantage with his heavier punch but Barrett was able to overcome this by keeping his left glove in Lane's face. Although Lane drew blood in the first, Barrett was more effective with a good left jab and hard right that varied from overhand to hook and from head to body.

The second round was about even, with Lane scoring mostly with a vicious left hook. The lanky Barrett stayed at long range this round, scoring with lefts and rights to the head and then moving in to rain punishing blows to the body.

Barrett was sent reeling in the third by a powerful left hook by Lane but he effectively tied up the Army boxer. The courageous destroyer sailor hung on and then jumped to the offensive to pummel Lane and win a popular split decision and the welterweight title.

Three victories in four fights and Navy is now in the lead. Air Force and Marines have long been out of the running and now the Army squad has to come through with some good victories to take the team title.

Rudy Sawyer, TN, USN, of USS *Stephen Potter* (DD 538), made the soldiers' task even tougher as he took a unanimous decision victory over doughboy Willie Russell for the light middleweight championship.

Both Sawyer and Russell began cautiously, each having suffered a cut eye in previous fights. After about a minute, Russell threw caution to the wind and began flailing Sawyer. This only served to ignite the slow-starting Sawyer to assume the offensive and deck the soldier with a left hook and right cross to the head. Russell was up at the count of five and regained his now rubbery legs, but Sawyer couldn't seem to set up his man for the KO.

In one of the fastest fights up to this time, Russell and Sawyer continued to punish one another but Russell held the edge in the second round. Both boxers set such a fast pace that conditioning was the key to victory.

It was two tired fighters that answered the bell for the third time, but both were still quite dangerous. Russell tried awfully hard, knowing that the first round knockdown he suffered would go bad for him. But Sawyer took the best the soldier could throw, returning the treatment double.

Sawyer, rated as one of the classiest amateurs in the U. S., couldn't seem to really unwind, but his superior ring savvy, and just plain ole blood and guts gain him a unanimous decision over the weary soldier.

Seven bouts gone now, and Navy has won four championships. Army is really under the gun. And their cause is not aided in the slightest when the only Marine in the finals, defending middleweight champion Richie Hill, opens a cut above the eye of soldier George Harrell to score a TKO in 43 seconds of the third round.

Two fights left, each pitting a sailor against a soldier. All the Navy fighters have to do is win one of the two to gain the championship. In the light-heavy encounter, four-time All-Navy champion Charley Butler, of USS *Sierra* (AD 18), goes against Jimmy Boyd.

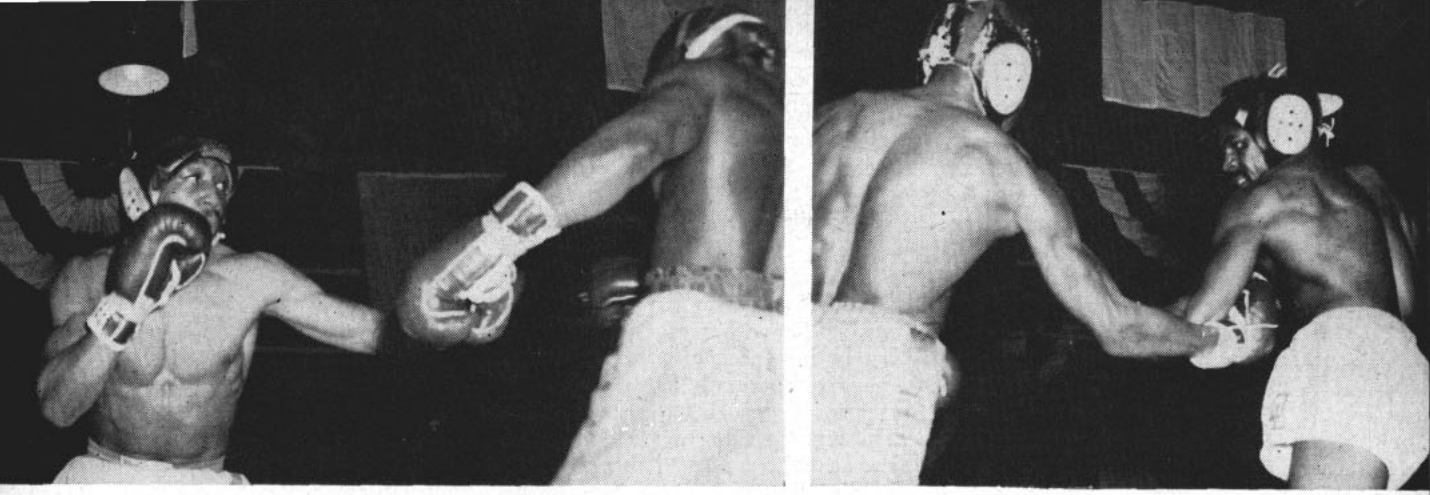
The taller Boyd gains the offensive in the first round, scoring quickly with overhand rights and left hooks to Butler's head. But the veteran Butler covers well and comes back late in the round to punish Boyd with left jabs then moving in to score with rights to the body.

In the second, Butler just plain runs out of luck. He's caught with a punch to the lower mid-section, but fights back valiantly. Then late in the round, Butler loses his footing on the slippery canvas and goes down to one knee.

The referee must have thought that a punch put him down because Charley has to take the automatic eight count.

It was a fighting mad Charley Butler that came out in the third to whale the daylights out of the back-pedaling Boyd. Butler finally corners the Army man and blasts him with terrific lefts and rights to the head and body. As the soldier attempts to move out of the corner, he's caught with a left uppercut to the button that drops him to the canvas.

Apparently the referee felt that Boyd had slipped, since Butler didn't



FRANK MEDLEY, USN, takes all from USAF's Morton. Four time All-Navy winner, Butler, (rt), parries Army's Boyd.

get credit for a knockdown. The Navy champ continued to chase Boyd, but was unable to measure his opponent off for the KO, although the doughboy was groggy at the end of the battle.

Boyd, to the surprise and chagrin of Navy rooters, was given the decision over the disconsolate Charley Butler. This was the second year that Butler had reached the finals of the Inter-Service, only to have Dame Fortune smile on his opponent.

This loss cut Navy's advantage to a single point. The heavyweight battle would decide. Navy's Roy Louson, BMSN, of USS *Sierra* (AD 18) came in weighing 218 while John Johnson, Army, tipped the scales at 201.

After taking the first few seconds to size each other up, they heartily joined battle. Louson led with hard left jabs and followed with left hooks into Johnson's stomach. Johnson retaliated with left hooks to the head and rights to Louson's mid section. In the first two rounds, there was little or no clinching. The two heavyweights were moving around and hitting like middleweights. The team championship rested in these boys' fists, and they knew it.

In the second, Louson began a vicious attack to the body but Johnson fought his way out of trouble and with a double left jab and a right to the head, decked Louson, who took the automatic eight count. Louson was hardly in trouble, however, as he came back to batter Johnson with just about every punch in the book, and probably some that weren't.

Neither fighter asked for or gave any quarter. From the opening bell, these fighters were swinging punches that would put just about anyone else in dreamland. Both should have been KOed. In the third round, Louson, who was in better condition than Johnson, began "pole-axing" his opponent. Science was hiding behind a ringpost in this round as the two sluggers went at each other.

Although Louson was getting in the heavier punches, his lack of experience was the big reason preventing him from knocking out Johnson. The soldier worked in flurries to score effectively and this, added to the knockdown he scored, gave him the decision and the U. S. Army the team championship.

Final team point tabulation read Army 30, Navy 29, Air Force 16 and Marine Corps 5. In individual titles won, Navy led the way with four champions, Army had three, Air Force two and Marines one. The scoring was based on the championships fights only, with the winner's team getting five points and the losers picking up three.

On this basis, Navy actually could not have finished lower than second after the preliminary fights, which were held two nights before the finals. Since seven Navy fighters won in the prelims, even if all had lost in the finals, it would have given Navy 21 points.

In the preliminary fights, little Cliff Eskridge, SN, USN, opened festivities by pounding out a unanimous decision over Marine Phil Ortiz. Glen Ivey, SA, USN, of NTC San Diego, dropped a unanimous decision to Ward Yee, Air Force, in the featherweight battle and Earl Matthews, SN, USN, of USS *Renville* (APA 227), lost to defending champion Earl Smith, Air Force.

Eugene Toran, AN, USN, came back after losing the first round to win a unanimous decision over Choichi Hokama of Army. Frank Medley, SN, USN, swarmed all over Juan Curet, Army, to win the prelims in the light welterweight division. Larry Barrett followed this up with a unanimous decision over Jim Leftwich, Marines, to gain the finals in the welterweight class.

Rudy Sawyer, TN, USN, the most improved boxer in Navy circles today, showed his skill as he scored a fancy unanimous decision over Paul Wright of the Air Force. Wright, who was supposed to have breezed to his second Inter-Service title, is the 1955 National Golden Gloves and Pan-American Games champion.

In the only other fight that Navy lost in the prelims, Bob Epperson, AN, USN, of NAS Norfolk, lost to the more experienced George Harrell, Army, when he was TKOed in 2:36 of the third round.

Charley Butler, SN, USN, Navy light heavyweight champion, scored a unanimous decision over the tough but inexperienced Chuck Whittley, 17-year-old Marine.

Heavyweight Roy Louson, BMSN, USN, had an even tougher battle than stablemate Butler. Battling the ringwise Marine Jesse Barber, Louson had to go all out to gain a split-decision victory.

ALL-NAVY BOXING

SHIPBOARD SAILORS RAN AWAY with this year's All-Navy boxing championships before a crowd of 6000 spectators at Oakland, Calif., Civic Auditorium. The sea-going sluggers pounded out victories in seven of the 10 weight divisions.

The Eastern Navy team, studded with six fighters from the Atlantic Fleet Destroyer Force, won the team championship, with only the bantamweight and featherweight titles slipping through their mitts.

Charley Butler, SN, USN, of USS

Sierra (AD 18), led the Eastern pugilists to victory and picked up his fourth consecutive All-Navy title as he pounded out a technical knockout victory over Antoine Bergeaux (pronounced ber-shaw) SA, USN, of NTC San Diego, Calif. Butler has previously won the All-Navy light-heavyweight titles in 1952 and '53 and the middle-weight title in 1954.

"I wanted this one bad," explained the husky Butler after the fight. "I wanted to be the first guy in the Navy who can claim four All-Navy boxing titles."

That Butler wanted this one was quickly evident but it was also plain that Bergeaux hadn't traveled from San Diego to see the Golden Gate Bridge. The 18-year-old Bergeaux put up a gallant fight, but was outgunned and outclassed by the ringwise Butler. The defending All-Navy champ began scoring early in the first round with powerful left hand leads to the head and right crosses to the body.

In the second, Butler opened up with his long-range guns, which was what Bergeaux was waiting for. Reputed to have a dynamite-laden right, Bergeaux uncorked his Sunday punch twice, but failed to shake the sturdy Butler. This powerful exchange proved to be Bergeaux's undoing.

Stunned by Butler's powerful punches to the head, Bergeaux was clipped by a quick double right hand to the head and a short left uppercut to the button that dropped him like a hot potato. Although he regained his feet at the count of nine, it's doubtful that he could have continued, had not the bell rung, ending the second canto.

The Western team trainer and coach worked vigorously on Bergeaux in between rounds, but wisely decided that their fighter should not answer the bell for the final round. Butler was awarded a TKO in the third and his fourth straight All-Navy championship.

In another scorching battle that had the fans on the verge of hysteria Frank Medley, SN, USN, of USS *Douglas H. Fox* (DD 779), dethroned Abe Haynes, SKSN, USN, of NAS San Diego, Calif., of the All-Navy light-welterweight title. Haynes was the All-Navy champion in this weight in 1953 and 1954.

Both fighters took turns stunning one another with tremendous punches but both refused to go down during the first two rounds. Then in the third stanza, Haynes hit the deck twice. The first time, he was backing away and caught an overhand right by Medley that sent him down for the automatic eight count, although he was up at the count of three. Later in the round, Haynes was again decked by an overhand right to the head for the automatic eight, although he was again on his feet at the three count. In a very popular decision, Frank Medley was declared the winner.

In the only other knockout of the evening, Rudy Sawyer, TN, USN, of USS *Stephen Potter* (DD 538), made short work of Frank Anderson, TN, USN, of NAS Alameda to win the light-middleweight championship of the Navy. The sound of the opening bell hadn't finished echoing in the huge auditorium when Sawyer began pommeling Anderson. It took two minutes and 13 seconds for Sawyer to win the match.

Anderson was a last-minute replacement for Gus Fernandes, SN, USN, of NTC San Diego. Fernandes had suffered a cut eye in a freak accident and was unable to keep his appointment.

In the opening bout of the evening, Clifton Eskridge, SN, USN, of the Amphibious Base, Little Creek, Va., the Navy's only 1954 Inter-Service champion, successfully defended his Navy flyweight title by pounding out a unanimous decision over Gerald Mathes, Cpl., USMC, of Camp Elliot, Calif.

Mathes, last year's All-Navy bantamweight champion, moved down into the flyweight class and apparently the loss of weight cost him some strength. His best just wasn't good enough to overcome skillful Eskridge.

The Western Navy team took the next two bouts, the only titles they were to win that night. In the bantamweight class, Glen Ivey, SA, USN, of NTC San Diego, scored a unanimous decision over Edward Whitaker, SN, USN, of USS *Lake Champlain* (CVA 39).

The West's only other title came in the featherweight class when Earl Matthews, SN, USN, of USS *Renville* (APA 227) scored a victory over Bob Nichols, BM2, USN, of USS *Charles P. Cecil* (DDR 835). Nichols was backing away when Matthews tagged him with a right cross to the head that put him down for a one count, although he had to take the automatic eight. The bell sounded ending the first round before Matthews could make use of any advantage he might have had.

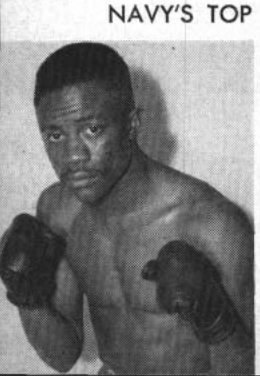
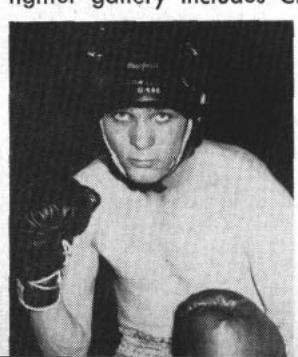
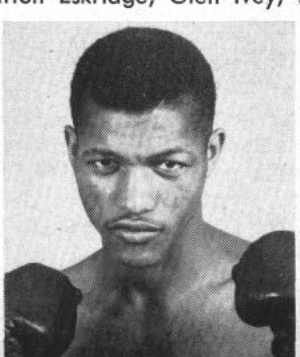
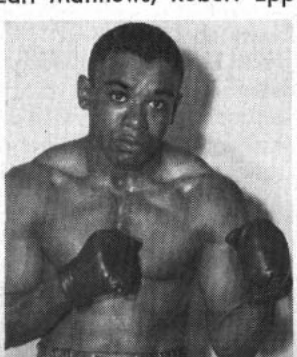
The story was reversed in the final two rounds as Nichols, realizing that the knockdown would count heavily against him, methodically began giving Matthews a boxing lesson. Matthews, not one to back away, continued to throw punches like a trip hammer, some landing, some not.

In the final stanza, Nichols straightened Matthews up with an overhand right and Matthews looked groggy when the bell sounded. But Matthews had shown the judges enough skill to be awarded a unanimous decision.

The All-Navy lightweight championship featured Gene Toran, AN, USN, of USS *Saipan* (CVL 48) in a close battle with Manuel Anchondo, DMSN, USN, of NAS San Diego. It was a slugger vs. boxer with the slugging Toran holding the advantage throughout the fight. Anchondo just couldn't seem to get started and Toran was crowned All-Navy lightweight champ.

Larry Barrett, SN, USN, of USS *Coates* (DE 685), won the welterweight title in a unanimous decision over Henry Brown, FN, USN, of NAS Alameda. Barrett turned to the job at hand with gusto while Brown was satisfied to work in quick flurries that at one time, sent Barrett reeling.

NAVY'S TOP fighter gallery includes Clifton Eskridge, Glen Ivey, Earl Matthews, Robert Epperson, Roy Louson.


The flurries didn't come often enough or last long enough and the workman Barrett scored steadily with a combination left hook, overhand right followed by another left hook to win the championship.

The Eastern team was leading 5-2 in bouts won when the battle for the Navy middleweight title was staged. Robert Epperson, AN, USN, of NAS Norfolk, Va., clinched things for his team as he boxed and danced his way to a unanimous decision over Woodrow Wilson, TESN, USN, of NAS Atsugi, Japan.

Both boys are stand-up fighters and gave the huge crowd a good exhibition of boxing finesse and power.

In the heavyweight battle, Roy Louson, BMSN, USN, of *Sierra*, lived up to advance reports by thoroughly whipping the game but outgunned Ken Bryant, SO2, USN, of the Sonar School, San Diego.

Louson, at 209 pounds, outweighed Bryant by five pounds, but both fighters moved around the ring like middleweights. Bryant would have preferred to battle from a clinch, but Louson, strictly a long-range slugger, wouldn't be tied up. Varying his attack from the body to the head, Louson delivered powerful punches that began to tell in the third round.

Early in this round, Bryant's mouthpiece found a resting place on the ring apron, thanks to a terrific right cross by Louson. But gritty Bryant refused to go down and lasted through to the final bell.

Here are the 1955 All-Navy boxing champions:

Flyweight—Clifton Eskridge, SN, USN, Amphibious Base, Little Creek, Va.

Bantamweight—Glen Ivey, SA, USN, NTC San Diego, Calif.

Featherweight — Earl Matthews, SN, USN, of USS *Renville* (APA 227).

Lightweight—Eugene Toran, AN, USN, USS *Saipan* (CVL 48).

Light Welterweight — Frank Medley, SN, USN, of USS *Douglas H. Fox* (DD 779).

Welterweight—Larry Barrett, SN, USN, of USS *Coates* (DE 685).

Light middleweight — Rudy Sawyer, TN, USN, of USS *Stephen Potter* (DD 538).

Middleweight—Robert Epperson, AN, USN, of NAS Norfolk., Va.

Light Heavyweight — Charles Butler, SN, USN, of USS *Sierra* (AD 18).

Heavyweight—Roy Louson, BMSN, USN, also of *Sierra*.

SIDELINE STRATEGY

THIS YEAR'S ALL-NAVY boxing tourney, like all the others, produced some of the greatest amateur fights of the year. They're bound to be — these boys are fighting just for the love of fighting. Any one of the 20 fighters in the All-Navy finals would have made an outstanding Navy representative in the Inter-Service.

The fighters were decked out in beautiful gold colored robes trimmed in blue with blue lettering "Navy Champion, 1955" on the back. These fighters were the cream of the Navy fight crop and showed outstanding ability and expert training and handling.

A. G. "Al" Gibbs, FPC, USN, of USS *Sierra* (AD 18) was the coach for the Eastern team while W. J. "Doc" Slaughter, ADC, USN, of NAS San Diego coached the Western group. Gibbs was probably more familiar with his boys' ability than Slaughter, since six of the 10 men on the Eastern team have been fighting under his tutelage all this season. Gibbs, and his assistant, "Murph" Griffiths, SD1, USN, were selected as coaches for the Navy team in the Inter-Service.

Ray Lunny, boxing coach at Stanford University and recently a leading contender for the world lightweight title, and Max Baer, former world's professional heavyweight champion, worked as referees for the bouts. Both men did an excellent job, but then, the fighters didn't tend to clinch or do other such shenanigans.

The Eastern team, studded by the destroyer-sailors, were pre-fight favorites to take the team championship. Of the two titles that did evade the Easterners, one was an upset victory by Earl Matthews over the hard battling boatswain's mate Bob Nichols.

Earl Matthews, SN, USN of USS *Renville* (APA 227), 1955 All-Navy-featherweight champion won this year's Captain Jack Kennedy Memorial Trophy. The four judges voted him the outstanding boxer of the tourney in a close selection over Charley Butler, SN, USN, of *Sierra*.

This trophy, established by the late Captain Jack Kennedy, USN (ret.) is awarded annually to the boxer in the All-Navy tourney who displays the greatest sportsmanship, courage, aggressiveness and ability. Although Matthews has been boxing for a number of years, this was his first All-Navy bout.

Renville, the ship that Matthews represents, will retain the perpetual trophy until the next All-Navy boxing bouts.

Charley Butler, despite his Inter-service defeat, goes down as one of the all-time greats among Navy boxers. For the past four years, Butler has battled his way to an All-Navy boxing championship, a feat unheralded in modern All-Navy sports history. The husky Metuchen, N. J., youngster began his reign of All-Navy crowns in 1952 when he defeated Don Lee, SN, USN, for the light heavyweight title. The following year, Butler successfully defended his light heavy title as he defeated Ron Clark, AN, USN, of NAS Alameda.

In 1954, Butler dropped down to the middleweight class and took that All-Navy title as he decisioned Henry Brown, FN, USN, of NAS Alameda. And this year, it was a determined Butler that stepped into the squared circle with the game Antoine Bergeaux, SA, USN, of NTC San Diego.

Butler clinched his fourth crown in the last fifteen seconds of round two with two quick rights to the head and a short left jab that only traveled about 14 inches, but had enough power to chill Bergeaux.

—Rudy C. Garcia, JO1, USN.

PLANE CAPTAIN DeBerry checks for fuel line leakage on board P5M-2. *Below:* Engine is started for check.

AFTER LANDING, job of plane captain and crew is to attach beaching gear.

Plane to Sea EM's Job

WHITE HATS HOLD down big jobs as plane captains in the Navy. At Patuxent River Naval Air Test Station, for example, the plane captain, together with his crew is responsible for preparing for flight and securing one of the Navy's newest planes undergoing tests to determine its final acceptance for Fleet duty.

Typical of the Navy's plane captains is John DeBerry, Aviation Machinist's Mate First Class, USN, whose charge is the latest *Marlin* P5M-2, anti-submarine patrol plane.

On flight days, two or three times a week, DeBerry and his crew muster early in the morning to prepare the large seaplane for its four- to five-hour test flight. First comes the external check which covers the plane's "skin" for rust or damage; then DeBerry checks out the brake handles, hydroplane, engine turbines, fire bottles and engine oil level. Inside, his crew checks the many intricate parts and he starts the engines prior to the arrival of the pilots and navigator.

While instrument surveillance and control adjustments are the pilot's responsibility, the pilot looks to each plane captain for pertinent information, as the man who knows his plane inside and out.

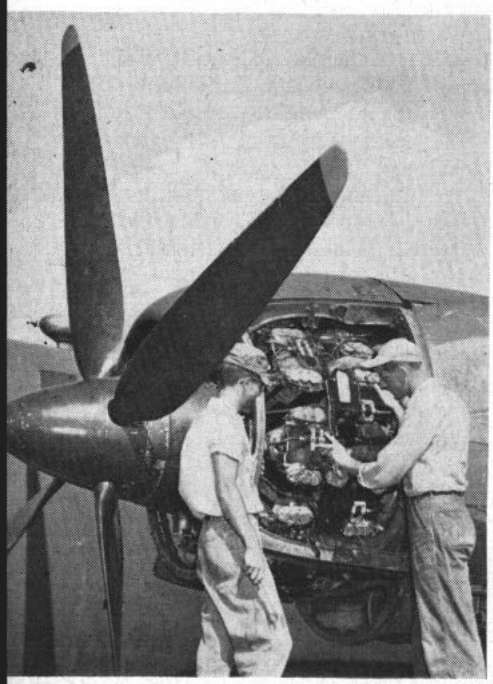
Once airborne the plane captain takes on additional duties, conducting a continuous check of fuel, oil, and hydraulic lines for leaks or breaks as well as assisting with the special test project of the day's flight.

On return, the plane captain and his crew take over to attach the beaching gear and tow the heavy *Marlin* onto the ramp. It is only after approximately two hours of checking the effect of the hours aloft that the "captain" and his men can tie up "baby" and secure for the day.

—Stephen A. Franzmeier, AD2, USN.

WITH BEACHING GEAR attached plane captain and crew tow their *Marlin* up the ramp after test flight is completed.

MOBILE FASRON goes into action to erect new station. *Below:* Maintenance department makes adjustments on P2V.



Roll Out the Air Strip

WHEN THE P2V Neptune squadrons began arriving in Puerto Rico early this spring to participate in operational exercises designed to provide anti-submarine warfare training, they found the welcome mat rolled out where none grew before. They had been preceded by Mobile Fleet Aircraft Service Squadron 121 —a complete and operational air station packed in boxes and crates.

Mobile FASron 121 began preparing for its mission back in November when the squadron's field equipment and rolling stock were packed at its home field, NAS Chincoteague, Va., and shipped to Puerto Rico aboard two LSTs.

When the LSTs were beached in late November, Mobo's heavy work began. All hands turned to off-loading the ships and erecting the tent city that served for four months.

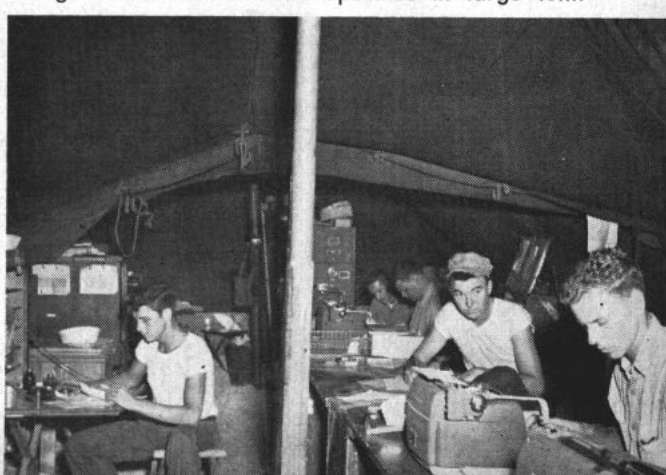
In two days the squadron established a canvas community complete with electrical, sanitation, mess, medical and dental facilities along with all the work shops required for servicing the planes.

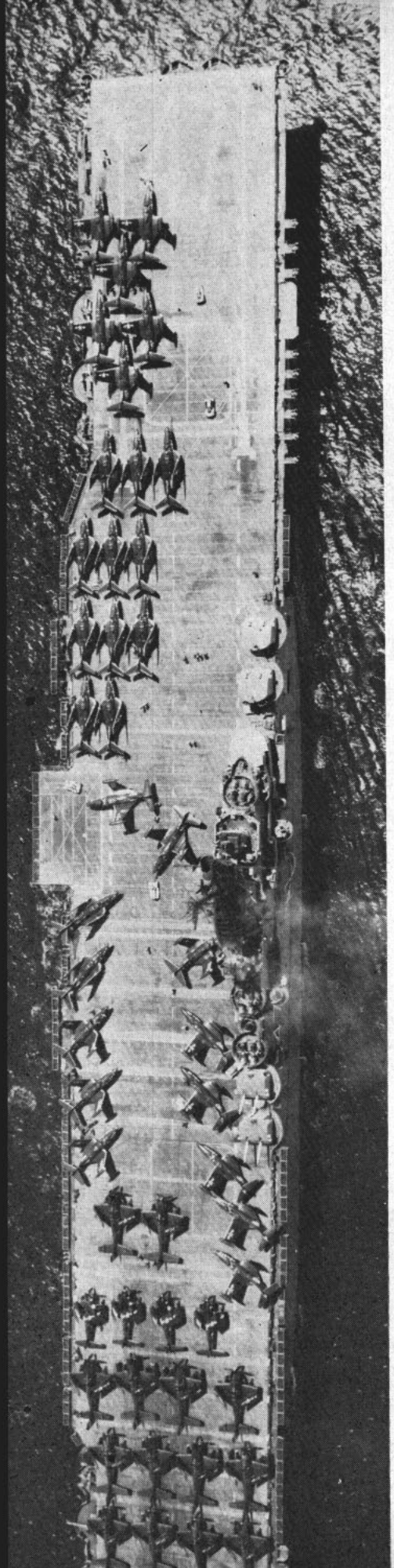
Composed of 20 officers and 400 enlisted men, Mobo includes a construction battalion of 85 men with Chief Warrant Officer R. L. Yates, USN, as officer-in-charge.

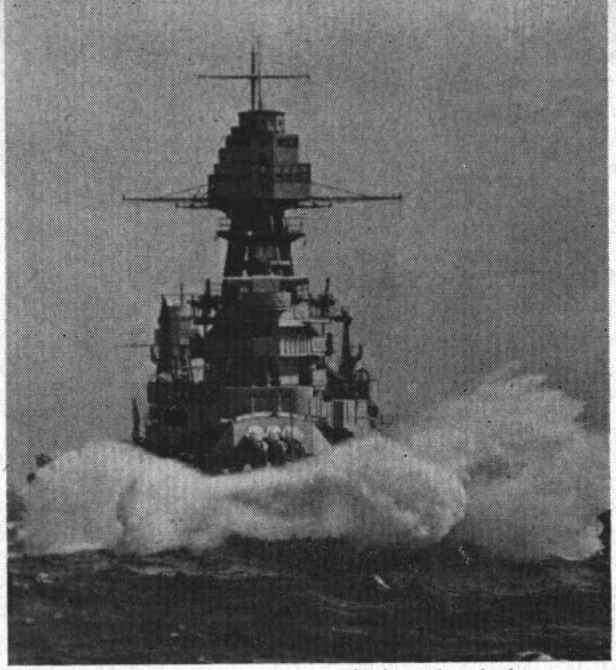
As the patrol squadrons arrived, the squadron provided facilities to maintain and operate the aircraft, to house and feed the personnel, to care for their health, and to provide limited entertainment and recreation.

In addition to furnishing the air crews with plane maintenance, aerological information and other assistance, FASRon 121 supplied haircuts, laundry service and movies free of charge.

ORDNANCEMEN OF FASRon 121 prepare rockets for planes. *Right:* Personnel division operates in large tent.







CURVES IN ACTION make a splash as battleship passes through heavy sea.

Salty Pin-Ups With Curves

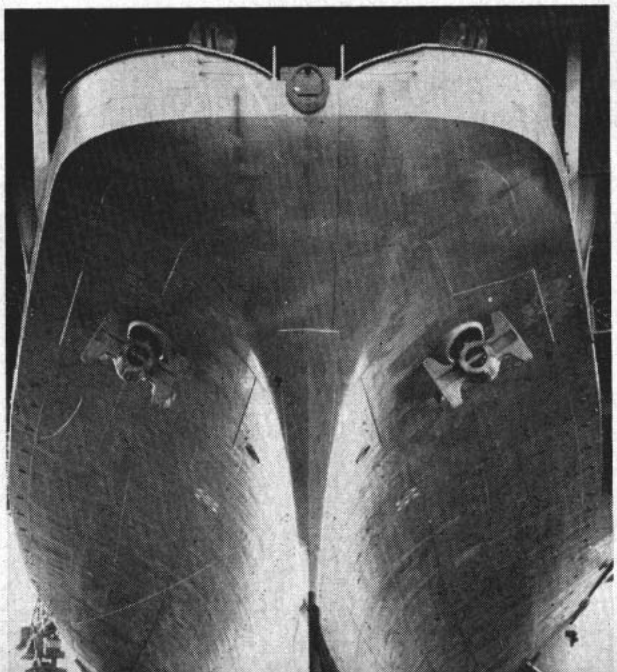
THERE ARE CERTAIN points of similarity between the Navyman's favorite pin-ups – girls and ships. There's the problem of upkeep for both, they're sometimes uncomfortable to live with, and they may render the future unpredictable as well as interesting.

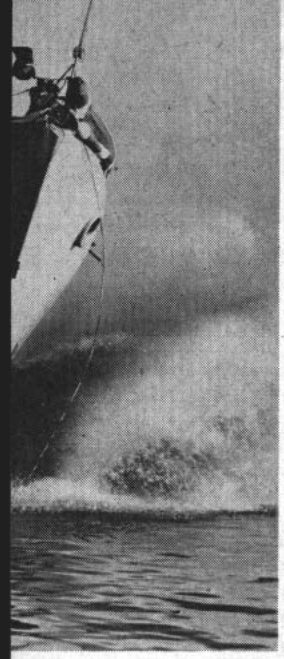
Nevertheless, they have a certain charm, aesthetic as well as practical. Life would be pretty flat without them, both have comfortable, eye-filling curves and they're nice to look at when they're prettied up.

On the assumption that you will have little difficulty obtaining pin-ups of your favorite type of girl, here's a collection of your favorite type of ship. You'll find plenty of variety here, from LST to battleship and aircraft carrier. Poses are unusual, too.

A ship looks different at different times. In a snowstorm, in fog and in rain, or in bright sunshine, her aspect constantly varies. It has been said that, to a Navyman, his ship will not look the same when he leaves as when he first reported aboard for duty; nor will it look the same when he goes ashore as when he returns from leave or liberty.

ANGLES SHOW off their glamour. *Left:* Looking down on *USS Philippine Sea* you see all. *Below:* Low angle accentuates curves of *Antietam*, and *New Jersey*.





MAKING A SPLASH—DEs, PT boats grew famous in WWII, have speed, beauty.

For the Nautical Minded

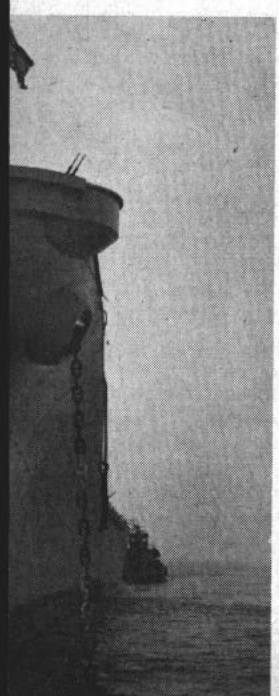
During combat operations or Fleet training exercises, you might imagine your ship takes on a rugged, hard-hitting, ready-for-action look. During yard overhaul period, she's in the beauty parlor, getting the works.

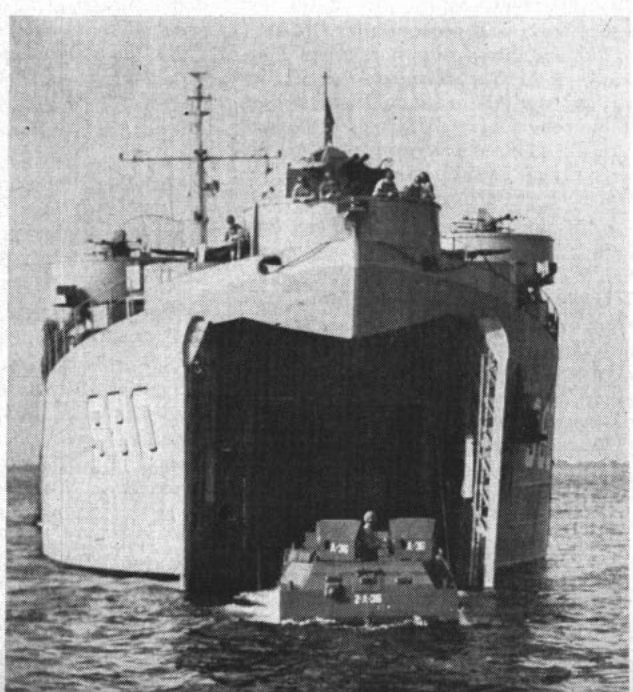
Many a ship will look considerably different before and after being loaded—a tanker or cargo vessel, for example. And then, too, there are the pulse-stirring occasions when the ship is dressed, full-dressed, with all bunting flying.

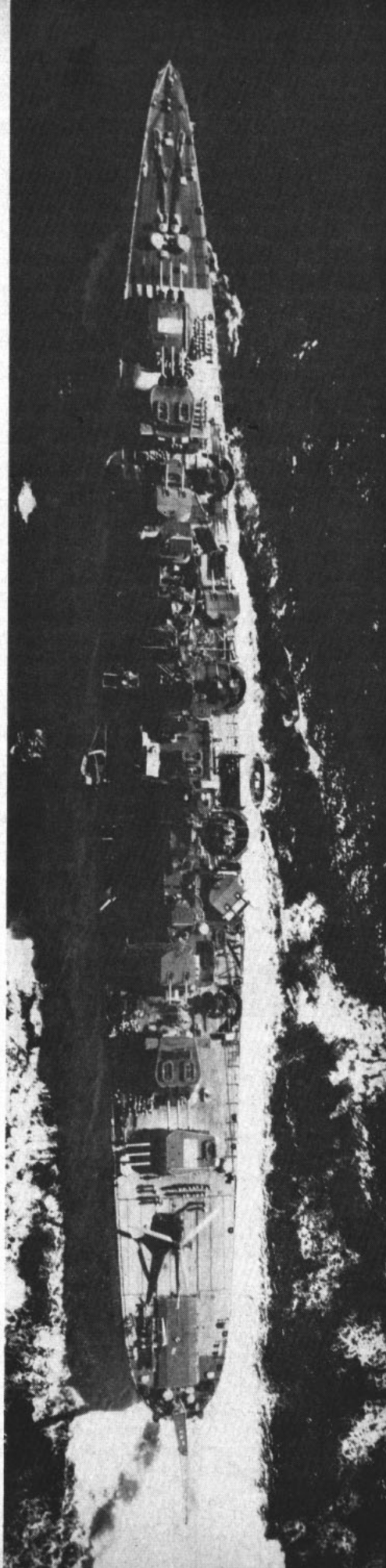
If you know your ship's characteristics as well as the more feminine variety, the clock and top-heavy mast of the battleship plowing through heavy seas will tell you that some of our special variety of pin-ups are no longer fresh young things. Nevertheless, whether old or new, the sight of a noble vessel in the performance of her duty is likely to bring a catch to the throat of even the most unsentimental sailor.

Let's see *your* candidate for a ship pin-up.

MORE UNUSUAL than glamorous is full face portrait of LST. *Right:* Slim graceful curves of cruiser under way emphasized in gull's view of *USS Manchester*.







LETTERS TO THE EDITOR

Questions on Exams, Rating Badges

SIR: Upon taking the recent examination for advancement in rate, I noticed that the examination had a series number (Series No. 10) on the front page of the booklet. Was the same series used throughout the Navy in giving examinations to all personnel of my rate and pay grade?

I also have a question concerning the rating badge. During the past year I have noticed petty officers in some commands who were wearing stenciled rating badges on the left sleeves of their dungarees. It is my understanding that this has been authorized by BuPers, subject to the approval of commanding officers. Since it seems to increase the morale and prestige of the petty officers and at the same time serves the purpose of identifying petty officers in the working uniform, I was wondering if the Bureau has any definite plans for making this standard practice throughout the Navy.—C. B. G., RM1, USN.

• *Not only were the examinations for men of your rate and pay grade marked Series No. 10, but so were all of the examinations. The examinations for August 1955 will be Series No. 11 and the subsequent examinations will bear the next consecutive series number.*

As for your second question, stencilled rating badges are not authorized. However, in a recent uniform change, (see story page 55) a dungaree rating badge, which shows military rate only, and which can be sewed on or pressed on with a hot iron, has been accepted and authorized.—ED.

Fleet Shore Duty Lists

SIR: Have read with great interest the fine info you put out on the BuPers Shore Duty List and wonder if something of the same sort could be done with the ComServLant Shore Duty List. A short time ago I submitted a letter to ConServLant to be placed on that list and have received no reply. There are many men at this station who would appreciate the publication of this list or any information at all about it.—P. Q., QMSN, USN.

• *Sorry, but no can do. BuPers does not maintain either a ComServLant or a ComServPac Shore Duty List. However, we have been told that each request for shore duty sent to either of those commands is answered as soon as possible. Perhaps you wrote to* ALL HANDS *too soon.*—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulation regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Which Block Island Was Sunk?

SIR: In an earlier edition of ALL HANDS (September 1954, page 60) you referred to the USS *Block Island* (CVE 106) as having been torpedoed and sunk in the Atlantic on or about 4 Jun 1944.

In another publication I have just run across of *Block Island*, it states that she was not commissioned until 10 Jun 1944 and was in action as late as the middle of 1945 in the Pacific area.

Is there an error in either of the articles or were there two ships named *Block Island*?—M. R. C., CT1, USN.

• *There have been two* Block Islands. *However, in our story we made a mistake in the hull number. The one sunk was CVE 21. CVE 106 was placed in commission 10 Jun 1944.*—ED.

When Does Shore Duty Start?

SIR: Existing instructions state that shore duty starts the first day of reporting for temporary or permanent duty ashore. I would like to know when mine started.

I left my ship in Japan on 16 April and arrived at my present station for "duty under instruction" on 12 June. The time between the two dates was travel, leave and proceed time.

Did my shore duty start when I arrived at RecSta, Treasure Island, for further transfer, or when I reported in at the school here? Although the school runs for 44 weeks, I would like to preserve my sea duty continuity, if possible. —C. E. J., FCC, USN.

• *In accordance with BuPers Inst.* 1306.20B *your tour ashore commenced on the date you reported to U. S. Naval Receiving Station, Treasure Island, San Francisco. According to your record that date was* 23 *Apr* 1954, *so if you were still ashore on* 23 *Apr* 1955, *you would be considered to have completed a normal tour of shore duty.*

However, under provisions of paragraph 11 *of Inst.* 1306.20B *you may submit, at such time as you request shore duty, a request for waiver of the period served ashore while attending school.*—ED.

Ugh, Neosho, Not Mississinewa!

SIR: Speaking for myself, the officers and crew, more in sorrow than in anger, I would like to say that we of the USS *Neosho* (AO-143) feel that our ship is being neglected. In fact there seems to be a conspiracy of silence regarding her very existence, as well as her rightful place.

Way back in your October issue of oilers on page 36, you referred to *Mississinewa* (AO 144) as the first of a new class of oilers and stated that there will be five new tankers in this class. *Neosho* wasn't even mentioned.

All that is wrong, dead wrong and it appears that there is a plot afoot, not only to rob *Neosho* of her rightful privilege of giving her name to the new class, but also to prevent her even joining it. Aside from the naval custom of calling a class of ships by the name of the first of the type constructed there is another good reason why these ships should be referred to as *Neosho* class oilers. The names of all the others are practically unpronounceable (with the exception of *Truckee* who is well out of the running with her high bow number).

Can't something be done about this neglect of a fine ship?—CAPT N. E. Smith, USN, Commanding Officer, USS *Neosho* (AO 143.).

• *When you commenced firing, all we could do was take evasive action—no return fire, as we were out of ammunition. We were wrong.*

To make amends we hereby state that the new class of oilers is the Neosho *class and furthermore she can at times deliver a very solid broadside. We have proof of that.*

By the way, Captain, how do you pronounce Neosho?—ED.

Going Back to Subs

SIR: How can I go about getting reassigned to submarine duty? I qualified in 1947 and since then have served a tour of shore duty and am now back at sea in the surface Navy. If at all possible I would like to go back to subs.—C. B. N., SD3(SS), USN.

• *Men in the Pacific, like yourself, should submit a request for return to submarine duty to ComServPac in accordance with BuPers Inst. 1540.2A. Atlantic fleet would-be submariners should submit their request to ComServLant. These commands will either approve or disapprove, depending upon the need for the rate requesting submarine duty.*—ED.

Re-up Bonus for First 20 Years

SIR: With all the various increases in reenlistment bonuses, I seem to have missed out on many of the gains offered.

I was inducted in the Navy in November 1943 and reenlisted in 1946 at which time I received a bonus of $100. In 1948 I reenlisted for six years and received $50 bonus, although later this bonus was increased. In December 1953 I again reenlisted for six years with a bonus of $360 for future service. At that time I was informed I could not collect a past service bonus amounting to $300 if I shipped over for just four years. A short time later, the bonus was changed and I missed out.

At the conclusion of my present enlistment I will miss out again as I understand the bonus includes time only up to 20 years of service and I will have completed 16 years. At present I have received bonuses totaling $510, whereas had the bonus bills been changed earlier, I would have received approximately $2000. Is there any means of making up for these misses?—M.F.M., AT1, USN.

• *Your service record shows that you were entitled to a reenlistment allowance under provisions of law effective when you reenlisted in 1946 and 1948, since payment of reenlistment bonuses was not authorized until the Career Compensation Act of 1949 was enacted. Your six-year reenlistment in December 1953 entitled you to a reinlistment bonus under the provisions of this Act.*

If you again reenlist at the expiration of your current enlistment you will be entitled to a reenlistment bonus on the basis of the difference between your years of completed service and 20 years, under the provisions of the Act of 16 Jul 1954. This Act, however, does not authorize full payment of reenlistment bonuses if reenlistments involve more than 20 years of obligated service. —ED.

These Tars are TARs

SIR: Mind you, I have no complaint, since most of my shore duty has been as requested and my sea duty has been good. There are many less fortunate men in the Navy, however, so when I read the Shore Duty Eligibility List in the November ALL HANDS a question came to mind: Why aren't the stationkeepers who man the several Reserve Training Centers throughout the country rotated to sea?

I am presently stationed at one of those centers and from its complement could be drawn several men who have been on shore duty for years. These men draw full pay, allowances and subsistence, and are physically qualified to perform all the duties of their rates at sea.

It seems to me that a wrong is committed when a man of one rating group is left at sea for a long period, while another man with the same rate apparently is never rotated to sea.—R. L. J., HMC, USN.

• *The Chief of Naval Personnel recognizes the problem of stationkeepers on continuous shore duty, but it is also recognized that TAR personnel do not have the security of USN and USN-R personnel on duty with the Regular Establishment. A TAR may be released to inactive duty at any time if his billet is cut. For this reason many station keepers desire duty in the Regulars, but either are not qualified for USN enlistment or are in a closed rate for general assignment as a Reserve.*—ED.

Transfer from CEC to Line

SIR: I am an ensign in the Civil Engineer Corps, USNR, and a graduate of the eight-week course at Officers Candidate School, Newport, R. I., and the U. S. Naval School, CEC Officers, Port Hueneme, Calif.

Can I transfer to the Unrestricted Line? And, if so, is there any training available to qualify for general duty at sea?—E. M. S., ENS, CEC, USNR.

• *In some instances requests for transfers from staff corps to the line for Naval Reserve officers are approved, depending upon qualifications of the individual and the needs of the naval service.*

Request for transfer from Civil Engineer Corps to the line, USNR, should be directed to the Chief of Naval Personnel, via your commanding officer. If your request is approved you may be assigned to duty under instruction or to some other type duty to acquire experience in the line.—ED.

Steel Workers School

SIR: I am interested in attending the Steel Workers, Class B School at Port Hueneme, Calif. Can you tell me how much time a Navyman has to have left in the Navy to be eligible for this school?—A. H. B., SWS2, USN.

• *The period of training at the Steel Workers Class B School, Port Hueneme, Calif., is 14 weeks. Obligated service required upon entry into this school is 18 months.*—ED.

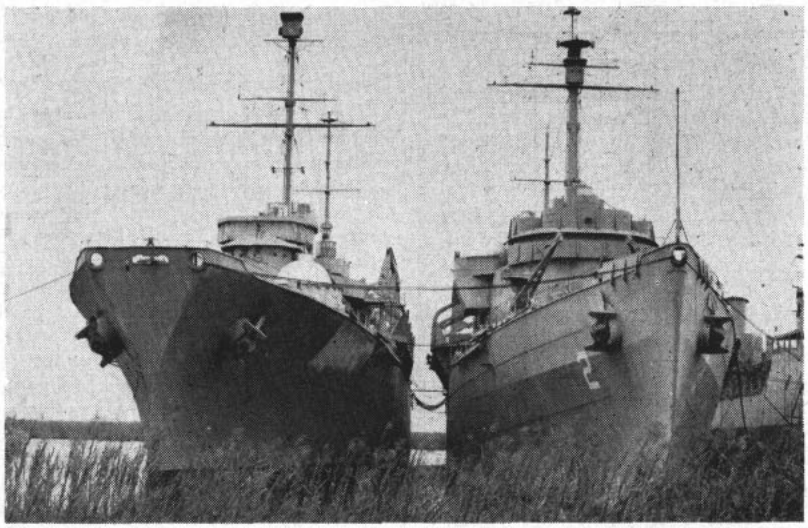
LSVs Get Their Bows Bobbed

SIR: As you can see from the enclosed pictures (see above) there is a difference between the bows of some LSVs which are in the Texas Group of the Atlantic Fleet. We have tried to find the reason for this at the Reserve Fleet Headquarters but haven't been able to come up with an answer that will hold water.

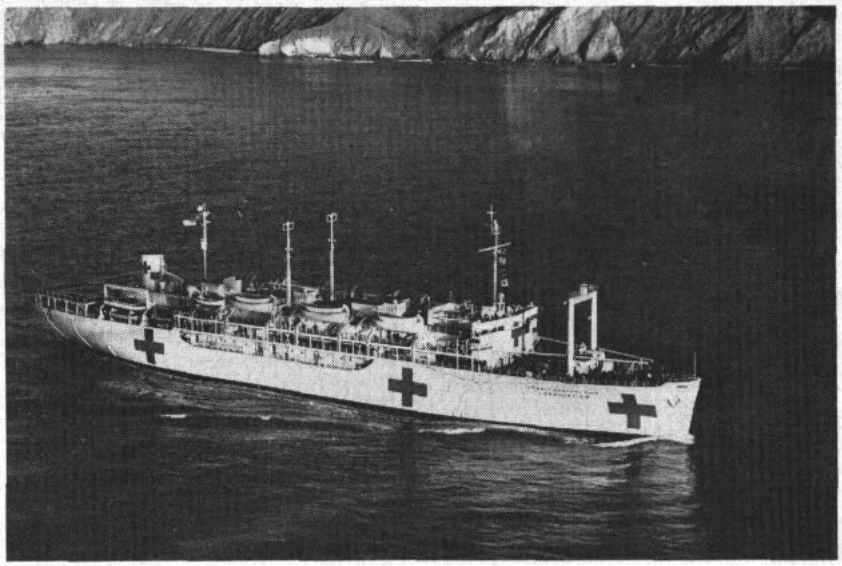
Can you tell us why USS *Monitor* (LSV 5) and USS *Osage* (LSV 3) both have flat bows as illustrated in the picture while USS *Ozark* (LSV 2) has the rounded type of bow? There are two other LSVs in mothballs at San Diego but we don't know which type of bow they have.—R. C., JO1, USN.

• *It's a little complicated. Both Monitor and Osage were originally designed and built as large ANs (net layers) and had a rounded deck edge across the bow for ease in handling net gear, similar to small ANs. After completion, they were converted to APs, and finally were converted to LSVs.*

In order to prevent the bow from scooping seas onto the forecastle, the present flat structure which can be seen in the photograph was installed over the rounded nose.—ED.



NO NOSE IS GOOD NOSE—Or at least, flat ones for LSVs are better in rough seas as they prevent the ship's bow from scooping sea onto forecastle.



WHITE VETERAN of Korean war, hospital ship *USS Consolation* enters San Francisco harbor returning from fifth tour in Far East within a period of 5 years.

EMs at Naval Justice School

SIR: I have a keen interest in legal work and am studying to be a lawyer through college extension courses with the idea of some day having a practice of my own. In the meantime I'd like to put my talents to work for the Navy but there aren't any enlisted ratings in the legal line. Do you have any suggestions that might help me to get into legal work.—R. O., HM1, USN.

● *The Navy recognizes its legal responsibilities to naval personnel and, in order to assure that qualified personnel are performing legal duties, has established within the restricted line category of officers the Special Duty Officer (Law), Designator* 1620.

Legal duties, like medical duties, engineering duties, and a number of other assignments, because of their high educational requirements, are recognized as officer responsibilities. Other than the training available to qualified personnel of the YN, PN and HM ratings at the School of Naval Justice, Newport, R. I., there are no provisions for performance of legal duties or practice of law within the enlisted rating structure.

It is not feasible to establish a special enlisted rating concerned with the performance of legal duties because of the limited number of personnel who can be accommodated aboard ship and the multiple number of duties each enlisted man and officer must perform.

It is suggested that you continue your education and when appropriate vacancies occur, you should apply for the School of Naval Justice, Newport. However, you are reminded that the Navy cannot guarantee that you will be assigned to full-time legal duties even though you do attend the school.—ED.

Naval Station Journal

SIR: This naval station prepares a smooth typewritten station journal by using additional sheets of the Deck Log — Additional Remarks Sheet (NavPers 135, Rev. 1-51).

If a station journal is kept in a standard stock record book in ink, wouldn't this suffice as a "permanent record" to meet the requirements of Article 0792, *Navy Regulations?*

I am sure that the answer to this question would be of prime interest to all commands of the shore establishment.—H. W., YN1, USN.

● *The format or style of a naval station journal is left to the discretion of the commanding officer. There are no specific instructions requiring a certain type of journal for all naval stations, so the one you describe is adequate.*—ED.

Transfer From and To Overseas Duty

SIR: I have completed two years of obligated service in the Philippine Islands and have agreed to extend an additional year. After I have completed six months of the third year, can I make application to BuPers for another foreign duty station — such as Spain?—G. A. L., YN3, USN.

● *Provided you are otherwise qualified in accordance with BuPers Inst. 1306.6A, you may submit a request for Mission and Attache duty when within one year of completing your tour of overseas duty. However, your prospects of acceptance are not good. There are no billets for YN3 in Spain under the control of the Chief of Naval Personnel and, in addition, personnel normally are not assigned from one overseas station to another without an intervening tour of duty afloat.*—ED.

WOs in Hospital Ships

SIR: During a recent bull sesssion the remark was made that the only actual shipboard billets for Warrant Officers, Hospital Corps, are aboard hospital ships. Is this true?—W. J. P., Jr., CWOHC, USN.

● *Yes. the present "actual shipboard billets" for Warrant Officers 8170 exist only in hospital ships.*—ED.

Special Billets for WOs

SIR: Are warrant officers assigned duty to industrial firms, and if so, what types of firms are they? About how many warrant officers (with specialty in rank and country assigned) are assigned duty as members of naval missions and with attaches of foreign governments?—G. V., CHMACH, USN.

● *There are no billets, as such, for warrant officers in industrial firms. However, there are a few billets for Gunners* (724) *and Radio Electricians* (766) *in the Inspector of Naval Material activity.*

There are two billets for Ship's Clerks with attaches, one in London and the other in Paris. Also, there is one billet for a Machinist (743) in Colombia, South America, and two billets for Machinists at Military Assistance Advisory Group, Formosa. These billets are for line warrant officers.—ED.

Collar Devices for WOs

SIR: In last October's issue of ALL HANDS you published information regarding new insignia and stripes for warrant officers. Warrants in the W-3 and W-4 grades now wear silver devices on the right side of the collar. Do they still wear a gold corps device on the left side of the collar, or should these be changed to silver also?—M. W. H., ChCARP, USN.

● *Gold corps devices are worn on the left collar by all warrant officers. BuPers Notice* 1020 *of* 23 *Nov* 1954 *promulgates new insignia of grade established in accordance with the Warrant Officer Act of* 1954, *which provides four separate grades of warrant officers*—ED.

Overseas Shore Duty in Hawaii

SIR: I have over five years' sea duty (with the Atlantic Fleet) and would like overseas' shore duty. What are my prospects of being assigned to Honolulu?—L. J. C., AM2, USN.

● *Personnel are not normally assigned to Hawaii from the Atlantic Fleet except in case of hardship. However, the new choice of duty rights of reenlistees greatly simplifies your problem. On reenlistment you may request assignment to the Pacific which is guaranteed you. Then indicate Hawaii as first choice on your list of preferences. If there is no billet available, submit a request that you be placed on ComAirPac's waiting list.*—ED.

Underwater Headache (to the Enemy)

SIR: I would appreciate some information regarding the new Migraine IV submarines (designated as radar picket submarines) reportedly under construction at Portsmouth, N. H. I am especially interested in knowing if the crews to these boats will be assigned from both SubPac and SubLant as were the crews for the Migraine III boats recently commissioned at Philadelphia.—W. G. H., ETC(SS), USN.

• *There are two radar picket submarines* (SSRs) *now under construction at the Portsmouth Navy Shipyard, Portsmouth, N. H. Present completion dates are scheduled for the latter part of* 1956. *The commissioning crews will be furnished by either one or both of the Submarine Force Commanders. Since you are attached to SubPac, if you desire duty as a member of one of the commissioning crews, you should make your preference known to Commander, Submarine Force, U. S. Pacific Fleet.*—ED.

Passed Over for Promotion

SIR: I am a lieutenant, USN, with present date of rank of 1 Apr 1946. In 1953 and 1954 I was passed over for lieutenant commander. Under the Officer Personnel Act of 7 Aug 1947, as amended 28 July 1954, how long will I be retained on active duty? Will my release be automatic, or must I submit a special application?—R. E. F., LT, USN.

• *The 1947 Officer Personnel Act provides that lieutenants and lieutenants (junior grade) who twice failed to be se-*

Morrison Had Short but Heroic Career, Earned Two NUCs

SIR: USS *Morrison* (DD 560) was missing from your January list of Navy ships which have received more than one Navy Unit Commendation. Evidence of *Morrison's* two awards may be found on page 20 of the *Navy and Marine Corps Awards Manual.*—S. B., Ex-SO2, USNR.

• *You are correct.* Morrison *not only won two NUCs—she won them in a life span which barely encompassed 22 months.*

In brief, here's her record: DD 560 slid down the ways on 4 Jul 1943. Fitting out, commissioning and shakedown were completed rapidly enough for the ship to arrive in Pearl Harbor on 1 Mar 1944, en route to the fighting area. After serving as a tanker escort during Fleet raids on Palau; Hollandia, New Guinea; Truk, Satawon and Ponape, Morrison *headed back to Pearl to train for the invasions of Saipan, Tinian and Guam.*

Action in the Saipan area occupied DD 560 from 17 Jun 1944 until 2 Aug 1944, when she was ordered to duty with Task Force 58 for the invasion of Guam.

By 13 August Morrison *had finished her screening duties with the Guam invasion force. She then began operating with Task Group 38.3 on a series of raids in the Philippines.*

The action for which Morrison *won her first NUC occurred on 24 Oct 1944 while TG 38.3 was off Samar. DD 560 was ordered to aid the carrier* Princeton *(CV 37), badly hit by a Japanese bomb. Shortly after noon,* Morrison *came alongside* Princeton *to assist in fighting fires. She had just reached her position when* Princeton, *drifting and rolling heavily in the foul weather, wedged the destroyer's mast and forward stack between her uptakes.*

*Then, in the words of her first citation for the NUC, "*Morrison *rode in irons for almost an hour and, with heavy debris falling on her decks and with communications handled by word of mouth, efficiently rigged hoses and aided fire fighting parties, standing by the carrier until fires were under control. Later, when a terrific explosion blew off the major portion of* Princeton's *stern, she immediately dispatched boats to assist in the rescue of survivors and recovered almost four hundred men from the sea."*

Dropping her Princeton *survivors at Ulithi,* Morrison *headed for San Francisco and repairs to the heavy damage caused by her broadside "bullfight" with* Princeton.

Morrison *was back in the war area by Okinawa's D-day minus seven, however, participating in bombardment, night harassing fire and offshore patrols.*

DD 560's second NUC—and her end—were the result of radar picket action in the Okinawa area on 4 May 1945. But let the citation tell the story of Morrison's *action on that bright, clear May morning:*

"Promptly opening fire on a group of more than forty Japanese planes which penetrated our aircraft screen to attack the ships of the radar picket station, USS Morrison *skillfully fought off the determined attackers for over an hour and, with her own gunfire, shot down five aircraft before they could complete suicide dives. Maintaining a steady barrage against the overwhelming force, she gallantly continued in action despite severe damage from four suicide planes which struck her in rapid succession, fighting resolutely until she went down shortly after the last hit. Her sturdy and valiant service under a prolonged suicide-bombing attack contributed to the effective defense of our ships and reflects the highest credit upon* Morrison, *her courageous officers and men and the United States Naval Service."*

Incidentally, the phrase "sturdy and valiant service" reminds us of the Civil War cox'n for whom USS Morrison *(DD 560) was named. He was John G. Morrison, Coxswain,* USN, *born in 1836 in Lansingburg, N. Y.*

According to the Navy Department's General Order 59—dated 22 Jun 1865—Morrison, while serving as coxswain on board USS Carondelet, *was commended for meritorious conduct in general and especially for his heroic conduct and his inspiring example to the crew in the engagement with the Rebel ram* Arkansas *(in Mississippi's Yazoo River on 15 Jul 1862). Although* Carondelet *was badly damaged, with several of her crew killed and many wounded, and others almost suffocated from the effects of escaping steam, Morrison rallied his shipmates when boarders were called on deck—and was the first to return to the guns and give the ram a broadside as she passed. He was awarded the Medal of Honor.*—ED.

USS MORRISON (DD 560) holds two NUCs for battle action off Samar, Philippine Islands, and the Okinawa operation during World War II.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• USS *Enterprise* (CV 6).—All personnel, ship's company and air groups are invited to attend the second annual reunion to be held 3, 4 and 5 September at the Knickerbocker Hotel, Chicago, Ill. For information and reservations, write to Hank Sabbatis, 18905 Maplewood Ave., Cleveland, Ohio, or Bob Flagg, 2005 Snyder Ave., Canton, Ohio.

• USS *Kidd* (DD 661) and USS *Black* (DD 666).—The seventh annual reunion will be held 12, 13 and 14 August at Hotel Sheraton Park, Washington, D. C. Contact James Cox, 701 Glenwood Ave., Baltimore, Md.

• USS *LST* 850.—All members are invited to attend the first reunion to be held 20 and 21 August in Wellsville, N. Y. Contact Hugh Freer, 64 S. Highland Ave., Wellsville, N. Y.

• USS *Ludlow* (DD 438).—The fifth annual reunion will be held 5, 6 and 7 August at Hotel Vanderbilt, New York City. Further information may be obtained from Cal Custy, 31 Sunbright Drive So., Meriden, Conn.

• USS *Quincy* (CA 71).—The fourth annual reunion will be held 12, 13 and 14 August at Hotel Governor Clinton, New York City. Contact Edward Moore, 173 Carlton Terrace, Teaneck, N. J.

• 59th *Naval Construction Battalion*.—The third reunion will be held 26, 27 and 28 August, Charlotte Hotel, Charlotte, N. C. Write to Fred Harsch, c/o Wilder Bldg., Charlotte, N. C.

• *Seabee Veterans of America*.—The ninth annual reunion will be held 12, 13 and 14 August at the Hotel Hayes, Jackson, Mich. Contact N. P. Sercombe, 516 N. Milwaukee St., Jackson, Mich.

• *First Beach Battalion*.—A reunion is being planned to be held in Philadelphia, Pa., 1 through 5 July. Those interested may contact Charles F. Speraw, 311 E. Marble St., Mechanicsburg, Pa.

• *Navy* V-12, (*Central Missouri State College.*)—It is proposed to have a reunion of all personnel in this unit on campus during 1943 to December 1945 for 12, 13 and 14 August. Further information may be obtained from Irvin L. Peters, Central Missouri State College, Warrensburg, Mo., or Irl Gladfelter, Director of Alumni Relations, Central Missouri State College, Warrensburg, Mo.

• USS *LCI* 673.—All hands who are interested in a reunion with time and place to be decided, may contact Mr. John H. Norton, New Clampett Bldg., 1559 Post Rd., Fairfield, Conn.

• *Fleet Marine Force* (1st, 3rd, 5th & 6th *Marine Divisions*).—All personnel who served in the FMF, including aviation, are invited to attend the FMF Concurrent Reunions in Washington, D. C., 24-25 June, whether or not they served in one of the divisions named. The First Marine Division will meet in the Hotel Willard; Third Division at the Hotel Raleigh; Fifth at the Hotel Statler;; Sixth, Mayflower Hotel. For more information concerning First Division, write to Box 84, Alexandria, Va.; Third Division to Col. R. F. Crist, USMC, Headquarters, Marine Corps, Wash., D. C.; Fifth Division, Mr. Waller R. Miller, P.O. Box 1907, Wash., D. C.; Sixth Division, Col. V. H. Krulak, USMC, Headquarters, Wash., D. C.

lected for promotion will be honorably discharged on 30 June of the fiscal year in which they failed for the second time to be selected. The action is automatic and requires no action on the part of the officer concerned.

In your case, you were considered but not selected by the 1954 and 1955 selection boards. However, inasmuch as all selection boards, since 1 Jul 1954, have been convened pursuant to the Officer Personnel Act, as amended, your failure before the 1955 selection board is counted as your first under this law. Unless otherwise rendered ineligible, you will be considered by the next applicable selection board convened in the fiscal year 1956. Good luck.—ED.

Wave Overseas Eligibility List

SIR: Could you give a rundown of overseas stations where Waves may request duty and also the procedures to be followed? I am particularly interested to know if Waves may be sent to South America.—M. E. Z., YN3, USN(W).

• *In the Pacific there are Waves serving at Pearl Harbor and Japan. In the Atlantic there are a few at London, England; Paris, France; and Naples, Italy. There are none in South America.*

Waves interested in overseas duty should submit an official request to be placed on the overseas eligibility list. The information is given in BuPers Inst. 1306.10A or 1306.6A.—ED.

Travel via MATS or MSTS?

SIR: The February issue of ALL HANDS (p. 24) stated: "Dependents of personnel attached to ships operating in the Mediterranean are not eligible for travel via MATS aircraft on a space available basis but they are eligible for space available travel via MSTS vessels provided the ship will be in the area for six months or more."

According to OpNav Inst. 4630.14, "All dependents of naval personnel entitled to government transportation will be authorized to travel via government air when available and when so requested . . . Departmental or field authorities empowered to issue travel orders will authorize or direct travel of all personnel by air as appropriate to . . . and promoting morale."

Therefore, as I understand it, a person on active duty whose family is with him in the Mediterranean area and whose ship is there for six months or more, is entitled to government transportation for his dependents on space available basis. If he requests it he will be authorized government air travel, if available. Is my interpretation right?—T. L. A., Jr., CDR, USN.

• *The statement made in* ALL HANDS *is correct. None of the categories of passengers eligible for travel in MATS aircraft are applicable to travel of dependents on a space available basis.*

The categories of those eligible as outlined in OpNav Inst. 4621.3 are applicable only to travel in MSTS vessels. Likewise, the categories outlined in OpNav Inst. 4630.12 are applicable only to travel in MATS aircraft.

Your interpretation of the instructions may arise from the language used in OpNav Inst. 4630.14. The words "entitled to government transportation" actually mean "entitled to transportation at government expense." The fact that dependents may be "eligible" for travel by one mode of transportation does not necessarily imply that they are eligible or entitled to travel by another mode of transportation.—ED.

BAQ for Adopted Child

SIR: My wife and I adopted a baby on 15 Jun 1954. While no formal papers were signed at that time the baby was ours in every respect, but the personnel office told me I couldn't have my records adjusted until after the adoption was final. In this case, no additional BAQ is involved. However, as soon as this adoption clears the courts we plan to adopt another child and additional BAQ will be involved. Do you think I'll be able to get additional BAQ for the second child before its adoption is final? —A. G. H., ATC, USN.

• *Yes—a child will be considered an eligible dependent for purposes of basic allowance for quarters or government transportation upon entry of the interlocutory decree of adoption or adoption decree though the adoption may not be final for a certain period of time.*—ED.

Smog's Fog in Log

SIR: How would you classify "smog" in the deck log columnar sheet—A. A. A., QM 3, USN.

• *Rough deck log form NavPers-130 contains instructions for numerals to be used in recording weather in the deck log columnar sheet. The numeral designated for fog should be used to record smog in deck log columnar sheet.*—ED.

No Wave LDOs

SIR: I note that the latest instructions and notices on Limited Duty Officer qualifications state that the program is for male personnel only. I have been wondering if the Bureau intends to open this field to women since many of us now on active duty have the required 10 years' service. M. A. W., YNC, USN(W).

• *No plans or provisions are being formulated at present to allow women enlisted personnel to apply for LDO, and none are contemplated. There are other officer procurement programs now in effect for which women are eligible and if you are interested in advancing to officer status* ALL HANDS *suggests you contact your personnel officer.*—ED.

Streamers on National Ensign

SIR: Ever since the servicewide examinations last August, a friend and I have been hunting the answer to the following question: Who authorizes the placing of black crepe streamers on the national ensign?

We are both attached to a signal gang, so have access to all publications concerning uses of the ensign, but we have had no luck in our quest so far. We would appreciate your help. —P. Q., QMSN, USN.

• *Your best unofficial source material on the subject of draping the flag with black crepe streamers is "The Flag of the United States, Its History and Symbolism" by James A. Moss. Pages* 170 *and* 171 *of that book contain special rules based on the flag code.*

The basic rules are as follows:

1. *Since the flag symbolizes the nation, it should be half-masted or dressed with crepe only in cases where it is appropriate to indicate that the nation mourns. If it is desired to show that a state, a city, a club or a society mourns, then the flag of that state, city, club or society should be half-masted or dressed with crepe.*

2. *The flag should not be both half-masted and dressed with crepe at the same time, nor should it ever be tied in the middle with crepe for the purpose of indicating mourning.*

3. *To indicate mourning when the flag is fastened to a small staff, as when carried in a parade, two streamers of black crepe of suitable length are attached to the spearhead, allowing the streamers to fall naturally.*

4. *To indicate mourning when the flag is not on a staff but is displayed flat, a black crepe bow-knot, either with or without streamers, is placed at the fastening points.*

Another source of the information you seek is DNC 27, *"U. S. Naval Flags and Pennants." According to that publication—page A-2, Sect.* 3(*m*)*—"Crepe streamers may be affixed to spearheads or flagstaffs in a parade only by order of the President of the United States."*

Also, Article 2195 *of "Navy Regulations" discusses the display of personal flags, command pennants and commission pennants in funerals ashore. The draping in mourning of these personal flags in a funeral procession is discussed and may have some bearing on the specific question asked in the examination*—ED.

MEN from *USS Kermit Roosevelt* (ARG 16) worked around the clock, salvaging cargo, gear and repairing equipment of *SS Cornhusker Mariner.*

Have Bell Bottoms—Will Travel

WHILE EATING LUNCH in an Oslo, Norway, cafe the young seaman turned to his companion, "Say Boats, maybe you can explain something to me. All day people have been coming up and tapping me on the back. When I turn around to find out what

they want, they just nod and continue on their way without saying a word. What's the scoop?"

The second class boatswain's mate leaned back in his chair, "You, my young friend, have been playing an important part in one of the oldest traditions concerning seagoing men." He paused for effect, then continued, "It's an old Scandinavian belief that men of the sea, who have just completed a long voyage, are lucky. Here in Oslo the tradition has grown up that by touching a sailor the luck will be transmitted. But that isn't all. To have the luck passed on, they must touch a sailor in one particular spot, the stars on the back of his collar."

This little incident illustrates one of the many legends and traditions concerning the uniform worn by American bluejackets. They all help make it the best known and most easily recognized uniform worn by any member of any armed force in the world today. From Hong Kong to Paris, from Alaska to Buenos Aires, the American sailor's uniform is

known and recognized without a moment's hesitation.

Why are the famed "bellbottom trousers, coats o' Navy blue" so well known? There are two prime reasons. First, over the years the uniform has defied any radical changes. Second, over those same years, the American Navy has visited almost every major port in the world, giving every nationality a chance to see and become familiar with the uniform. In some cases many years may have elapsed between visits, but when the U. S. Navy returned, the uniform was the same and there was no mistaking the identity of the men wearing it.

It's not only in the port cities that people recognize the American sailor, as a couple of Navymen found out when they wangled a special liberty pass from their ship for a week-end trip to Brussels, Belgium. The two were sure that they would not be recognized as U. S. Navymen, since American sailors seldom have a chance to get that far inland.

They soon found out that they were mistaken. Within an hour a distinguished looking man approached and asked, "Aren't you American sailors?"

He went on to explain that during

World War I he had run into some "Yank" Navymen and he had no trouble identifying the two from what he could remember of the uniform. He then went on to tell several sea stories about the Navy and especially about the uniform. Like a great majority of both Navymen and civilians, he had heard that the stripes on the sailor's collar represented the three great victories of Lord Nelson, the great English admiral, and that the neckerchief had first been worn as a mourning badge for him.

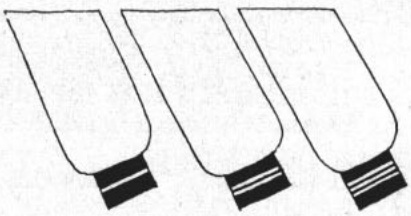
As romantic as those two anecdotes may sound, historians and researchers can find no basis in fact to support them. The origin of the stripes on the collar precedes Lord Nelson's day when the British Admiralty put all enlisted men in the same uniform. Until that time, each had dressed pretty much to suit his own taste, in so far as his pocketpook would allow.

The board that met to discuss the uniform for the ratings, found that a great majority of the men had taken to embroidering their collars with various types of white striping. Since the men seemed to like this decoration, the board recommended that there be uniformity and for some reason which has never been disclosed, picked the three stripes that now

adorn the jumpers of both the U. S. and British Navy.

Later, when the American Navy had occasion to design a uniform for the men, the stripes on the cuffs of the jumper were added, but with a special significance. Petty officers, seamen and first class firemen wore three stripes, ordinary seamen and second class firemen wore two and landsmen, coal heavers and boys wore one. This same system remained in effect until after World War II when all enlisted men were authorized to wear three stripes on their cuffs, regardless of their pay grade or occupation.

The legend concerning the neckerchief serving as a mourning badge for Lord Nelson has never been supported. The origin of the neckerchief seems to have come from an even more practical use than the stripes. In the early days of both the U. S. Navy and the British sea service, the old-time sailors lacked the facilities of a barber shop and as a result would let their hair grow long during their time at sea. To keep the hair



out of their way, they braided it into a pigtail, and this soon became a mark of a sailor.

To keep their jerseys clean, the salts started wearing either a bandana or a detachable and washable collar. This not only cut down on the amount of laundry, but also helped

conserve fresh water during long spells at sea.

While today's uniform for the first six pay grades of Navy enlisted men hasn't changed radically over the years, there was a time when it looked as though it were going to get a complete overhaul. Shortly after World War II there arose a clamor for a uniform change, with those boosting the change claiming that

many parts of the uniform had outgrown their usefulness. Their specific complaints referred to the collar, neckerchief, jumper and bell bottom trousers.

In Washington the Uniform Board, after many trials, came up with a completely different outfit as a possible new uniform for Navymen. It was a smart looking outfit, consisting of a jacket, shirt and tie; trousers with a fore and aft crease, and an overseas cap. Those who had recommended a change were satisfied. Then the uniform was given the acid test. It was sent to the backbone of the Navy, the operating forces, for appraisal and comments.

The sailors in both the Atlantic and Pacific Fleets were given a chance to see and try the new uniform. The reception it received set off a chain reaction that would have compared favorably with an H-Bomb.

The men in the Fleet took one look at the proposed uniform and started writing letters by the barrelful. Some were lengthy, going into great detail as to why the uniform was impractical for men at sea. Oth-

ers were short, but equally eloquent, as witness the few choice words voiced by an unknown petty officer: "Dear Sirs; It ain't Navy. Respectfully."

The arguments against the proposed uniform were many and ranged from a lack of space in which to store it, to the lack of comfort as compared to the traditional uniform. It was stated, and with good reason, that a combatant vessel in the Navy just doesn't give every man enough room to hang a coat, pants and the several shirts which would be needed.

In addition, argued the men, shipboard laundry facilities just weren't big enough to handle the job of keeping white or blue shirts cleaned and pressed for the entire crew.

There was also the matter of sheer comfort. Almost every letter stressed the fact that for both working and liberty the proposed shirt, tie and coat couldn't begin to compare with the open necked jumper.

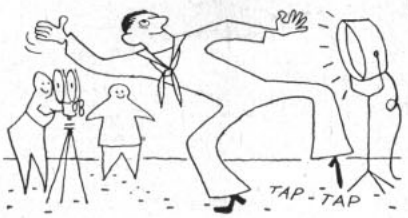
In this respect, it is interesting to note the opinion of a man who definitely needs comfort and ease of movement in clothes in his line of work, Gene Kelly, one of today's foremost modern dancers and also a former Navyman. In an interview with Mr. Kelly, this writer asked why it

was that so many musical productions were staged with the dancers wearing the bluejacket's uniform.

At the time, Mr. Kelly was working on a picture in London, England, and was wearing a Navy uniform. "It's like this," he said, "one of the first things that any dancer looks for when he is planning a big number, is an eye-catching costume. One that the spectator immediately associates with himself or some particular element with which he is familiar. For that, the Navy uniform can't be beat. Another, and even more important reason for many dancers in bell-bottoms, is the comfort of the uniform. As you know, a dancer needs more than the usual amount of freedom of movement and this uniform," pointing to the one he wore, "doesn't hinder in any way."

That is an expert's opinion on the comfort afforded by the uniform, but it isn't necessary to go any further than the nearest CPO to reinforce that theory. Granted that men who wear the fore and aft rig like their uniform, but when asked how it compares for comfort with a bluejacket's uniform, nine out of ten will reply that the bell bottoms are far superior.

When the shouting and tumult about the new uniform died down, the Uniform Board tallied the results. They found that the men who would have been slated to wear it were strongly against the change. They wanted to keep the one they had. The final score was 79 per cent in favor of the current uniform, 13 per



cent wanted the new one, and eight per cent did not care or gave no opinion. The proposed idea was immediately shelved.

Since that time, the only minor change in the basic uniform has been the addition of a fly front on the trousers, replacing the old 13 button style. However, there are still many old salts, and some of the younger ones too, who prefer the 13-button style with an almost fanatical devotion, and who deplore the day when they will have to be replaced with the new trousers.

In this respect, there has always been a belief that the 13 buttons on the old style trousers represented the original 13 colonies of the U. S. Like so many other stories, there is no basis for this one. Actually, before 1894 the trousers had only seven buttons. It wasn't until the broadfall front was enlarged that the 13 buttons were put on the uniform and then only to add to the symmetry of design.

Strange as it may seem, during the U. S. Navy's first forty years of ex-

istence, there was no prescribed uniform for the enlisted men. During that time various orders and regulations provided for officers' uniforms, but nowhere can be found any mention of what the men before the mast were supposed to wear.

Despite the lack of regulations the

EMs of those days did have a certain uniformity about them. Most of the clothes they wore were purchased aboard ship and charged off to their pay. The ship would stock up on basic items of wear, such as jerseys, pants and caps, before any long trip. These would all be the same design, and during any extended tour of duty it

was a sure thing that everyone would be wearing those items by the time the ship returned to the U. S.

That didn't provide for complete uniformity throughout the Navy, however, as each ship did its own buying and it was up to the skipper of the individual ship to decide what type of clothing would be stocked. As a result, the clothing worn varied greatly from ship to ship. In this connection, one of the first recorded descriptions of an enlisted man's uniform comes from Navy files telling of the arrival of Commodore Stephen Decatur in New York with the frigates *United States* and *Macedonia* in 1813. The files disclose that the sailors were clothed in "glazed canvas

hats with stiff brims, decked with streamers of ribbon, blue jackets buttoned loosely over waistcoats and blue trousers with bell bottoms."

It was three years later before the first regulations concerning the EMs' uniform were sent to the Navy. They came from Secretary of the Navy Crowninshield in September 1817 and both a summer and winter uniform were described for general wear throughout the Navy. The summer uniform was described as, "a white duck jacket, trousers and vest." The winter uniform prescribed was similar to that worn by Decatur's men and was to be, "Blue jacket and trousers, red vest, yellow buttons and black hat."

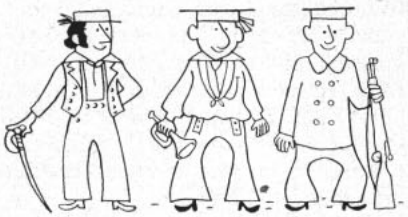
Secretary Crowninshield's regulations also provided that when men were employed in washing the decks they were to be barefooted and have their pants rolled up. From this it has been generally acknowledged that the original purpose of the bell bottoms was to facilitate pulling the bottoms up over the knee when swabbing down the decks. This throws another old idea out the window, namely the school of thought that maintains that bell bottoms were designed so they could easily be slipped off in an emergency when abandoning ship.

Take away the vests from those 1817 uniforms, add a few minor changes and additions such as the rating badges, which were first introduced in 1866, and you have the uniform that today's Navyman wears. A uniform that can be rolled up,

packed tightly in a seabag, carried halfway around the world, unrolled and worn without pressing or other maintenance and yet retain a smart appearance.

There is another big advantage to the rolling and packing procedure. You can, with little strain, get all the uniforms you need for an extended tour of duty in one seabag or one small locker aboard ship.

While various parts of the uniform do not, in the modern-day Navy, perform the function they were originally intended for, the prime function of the over-all uniform is still the same. It serves to identify the



Navyman as a member of the finest outfit in the world. Whatever arguments may arise in the coming years over the uniform, there is no denying that no matter where you see a sailor you know he, like the uniform, is *NAVY*.

—Bob Ohl, JOC, USN.

Navy Uniform Worn by

THE UNIFORM worn by officers and chief petty officers is, like the bluejacket's outfit, one of the most distinctive in the world.

Down through the years this uniform, which is shared by commissioned officers, WOs and men in the highest enlisted grade, has rated tops in prestige. And like the enlisted uniform, it is immediately recognized as the garb of the seafaring man, not only in this country but by citizens in all corners of the globe.

While there is a lengthy tradition in the badges and insignia representative of the officer's and CPO's uniform, the uniform itself has undergone a great deal of change over the years, and many of the changes have been major ones which have completely altered the appearance of all concerned.

It is doubtful if a naval officer, vintage 1776, would be recognized if he were to step aboard one of today's Navy ships. He would be dressed in an outfit made up of a blue coat with red lapels, a standing collar, flat yellow buttons, blue breeches and red waistcoat. This was the first uniform for officers of the Continental Navy as prescribed by the Marine Committee during the Revolutionary War.

In those days of low pay, when a captain made less than a seaman does today, it is doubtful if many of the officers ever gathered together a complete outfit as prescribed. For the most part, in those early days, the captains dressed pretty much as tastes dictated.

Following the British surrender the Navy was put under the office of the Secretary of War and the first official regulations concerning the dress of an officer of the U.S. Navy were issued.

That uniform was described as a blue coat with buff lapels and gold epaulets. The buttons were of yellow metal having a foul anchor and the American eagle on them. The trousers were to be of the same material as the coat. A few years later laced gold, for decoration only and not to denote rank, was added to the uniform and the officers became a colorful group.

Keeping pace with the civilian

Commissioned Officers, Warrants and CPOs Has Long History Too

dress of the time pantaloons were introduced into the Navy in 1813 when warrant officers came in for their first attention, uniformwise. The uniform regulations covering warrant officers said that they should be decked out in a uniform comprised of a short black coat with six buttons on the lapel, and rolled cuffs. They were to wear blue pantaloons, a white vest and a round hat with a cockade. Several years later the warrant's uniform was modified to include a doublebreasted coat with the lapel buttoned back, a white vest and white pantaloons.

A move towards simplicity in the

officers' uniforms is recorded in 1841 when the laced gold was removed and the only indication of rank was the number of buttons on a coat. A captain's full dress coat was ornamented only with two rows of nine buttons down the front, four buttons on the top of each cuff and three on the skirt of the coat. Officers with lesser rank wore fewer buttons.

It soon became an acknowledged fact that something else was needed to denote rank as people not familiar with the uniform couldn't decide what rank the officer they were addressing held.

Accordingly, in 1845 epaulets came back to the uniform with varying size stripes for the different ranks. It is interesting to note that the description of the sword belt worn then is the same as that now worn for formal occasions.

When, during the Civil War, the rank of admiral was established, the first gold stripes on the sleeves of all officers' blouses were added to indicate rank. At the same time the uniform was changed completely and was composed of a frock coat with epaulets, a cocked hat, a sword and plain pantaloons. The gold stripes ranged from eight quarter inch stripes for the rear admiral, down to one stripe for an ensign. At that time a star was added on the sleeve of all line officers to distinguish them from staff corps officers.

For some time after that the uniform remained the same, but when a change did come it came in the form of the forerunner of the officers' uniforms worn today. In 1877 the form fitting, single breasted, service blue blouse and trousers with a fly front were adopted. Sleeve stripes remained the same and that uniform became the Navy uniform until after World War I.

Uniform Regulations of 1886 provided for the first enlisted men, as such, to wear a new style of trousers differing from the traditional bell bottoms. First class petty officers (the CPO rating did not exist then) were given authority to be outfitted in a double breasted coat with a rolling collar, five gilt buttons on each breast and trousers the same as the officers.

The rate of chief petty officer was included in the rating structure in 1893 and the new CPOs were given the uniform provided earlier for first class petty officers. The 1st class reverted to bell bottoms at that time.

Since that time the uniforms of the officers and chiefs have grown to be more and more alike, until today the only difference is in the indication of rank and rate.

In 1899 the rank of chief warrant officer was established. The warrants wore the same uniform as other officers by this time, except for sleeve markings, and it became necessary to design a special distinguishing sleeve mark for the chief warrants. The resulting half-inch broken stripe was worn until recently.

The single breasted blouse remained a fixture in the Navy until World War I, when there developed demand for a double-breasted blouse. That was adopted in 1918 and, at the same time, all collar marks on the service coat were eliminated, leaving only the sleeve markings as identification.

Two new specialties that have developed greatly since World War I have been responsible for two additions to officers' uniforms. The aviation branch found that blues were unsuitable for flying, and as a result the green uniform was adopted for duty involving flying. The men of the submarine forces found the blues too warm and bulky for wear while in the boats and khakis supplied the answer. These soon became the official summer uniform for all officers and CPOs.

Recently there have been only minor changes to the officer's and CPO's uniform. What changes have been made were in the interest of comfort or styling and haven't outwardly changed the over-all appearance of the uniform.

Today's officers and CPOs have uniforms for varying needs and different geographical and climatic conditions, outfits that are adaptable to service in any and all parts of the world.

These range from the smart blue uniform, so traditional among all Navies, to the new tropical uniform recently approved by the Uniform Board.

In addition to those two, the officers and chiefs have the service dress and working khaki uniforms; aviation green for those who fly and dress whites for official functions.

The new tropical uniform is a cool and practical outfit composed of white or khaki trousers, with an open-neck, short-sleeve shirt. Shoes, socks and cap cover match the rest of the uniform, either white or khaki.

Before the change shorts had been substituted for the trousers but the long trousers will fill the need for a uniform that is more dress than shorts, yet cooler and more practical in hot weather than either the service khaki or white service.

Added to that list is the dungaree uniform which officers and chiefs often wear when involved in work that would damage or soil their other outfits.

Taking all things into consideration Navymen, officer and enlisted, take a prominent place on the list of the best outfitted men in the world. They wear the uniform of the sea service with the pride that is expected of representatives of the strongest Navy in existence.

NAVAL UNIFORMS

The uniform of the U. S. sailor has always been a colorful part o
into the styles of the day. Here is a progression of our Nav

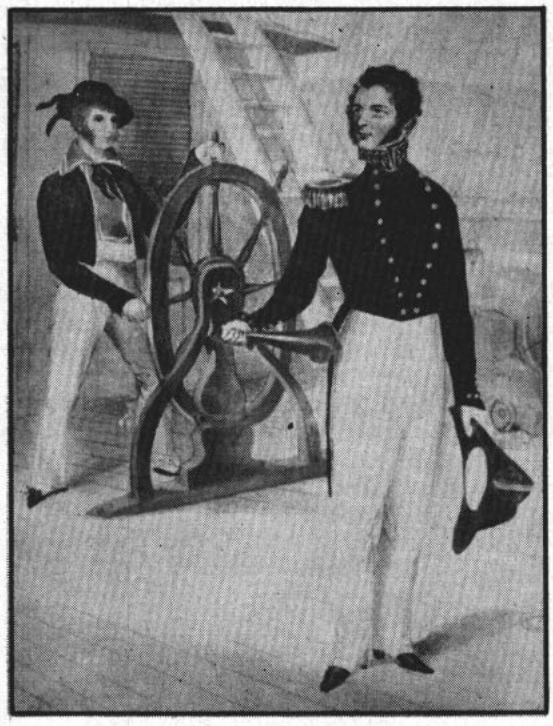
Officer 1775

Powderboy 1775

Enlisted man 1797

Enlisted me

First Navy uniforms were as varied as the men wearing them. With no uniform regulations volunteers wore what they had. Enlisted garb reflected the bold spirits of the new Navy while officers tended to follow the uniform specifications of old world navies.



Enlisted man and Officer 1813

1836 Enlisted man

1840 Midshipman

In 1841 black hat, shoes, and handkerchief, were added to 1818 regs. Insigne was not mentioned prior to 1841, but then, boatswain's mates were to wear an eagle and anchor on right arm. Ornamental shirt of 1836 was not regulation, but often worn.

Prepared by ALL HANDS Magazine

HROUGH THE YEARS

the life and traditions of the naval service, carrying its influence
uniform recorded in contemporary drawings and photographs.

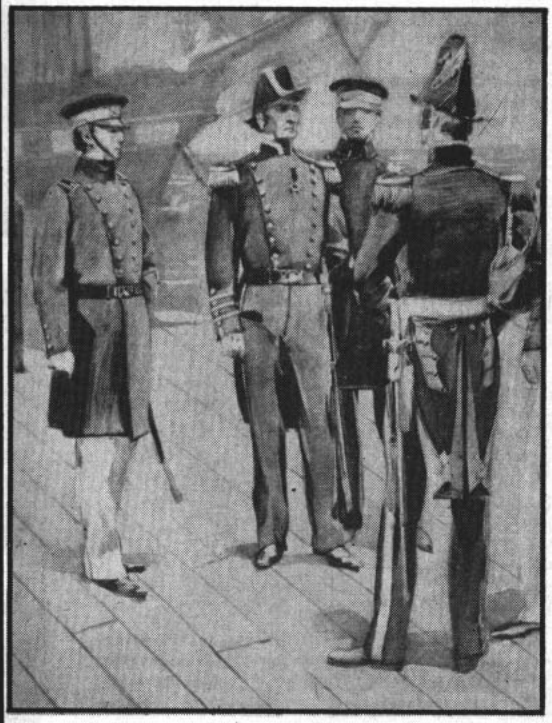
1805-1810

Officer and Enlisted men 1812

Enlisted man 1812

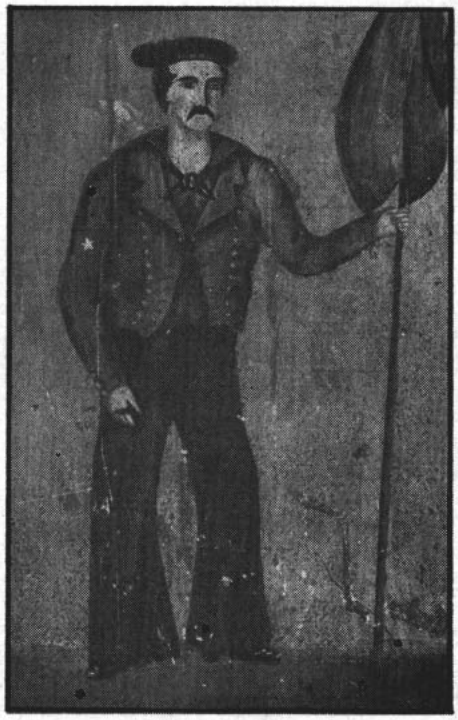
Officer 1813

Later each ship began to have general uniform specifications set up by the captain, but these were still drawn from clothes of the day. Navy Regs of 1818 began to call for Navy-wide attire requiring blue jacket, blue trousers, and yellow-buttoned red vest.



Officers 1840

1850 Enlisted man



1860 Enlisted man

By 1840 officers had specific uniform requirements even to buttons and decoration on sword. Just prior to Civil War, enlisted men had uniform specifications but since they were to make their own, there was still a bit of individuality among the ranks.

June 1955

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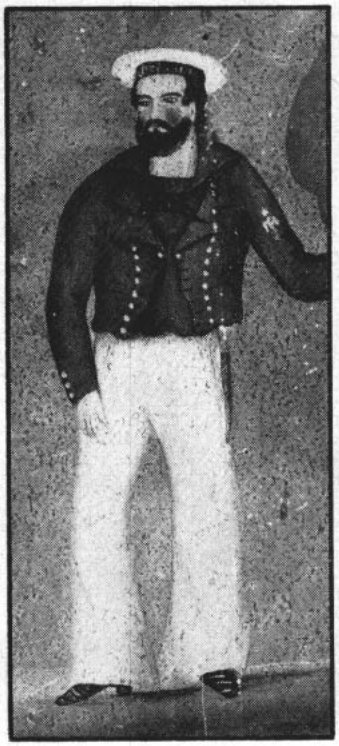
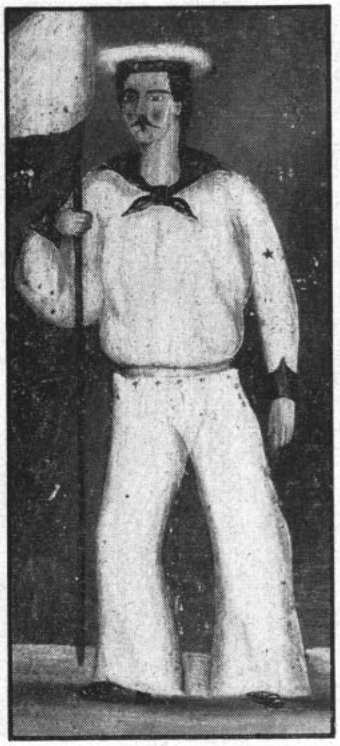
NAVAL UNIFORMS THROUGH THE YEARS *continued*



Enlisted man 1860



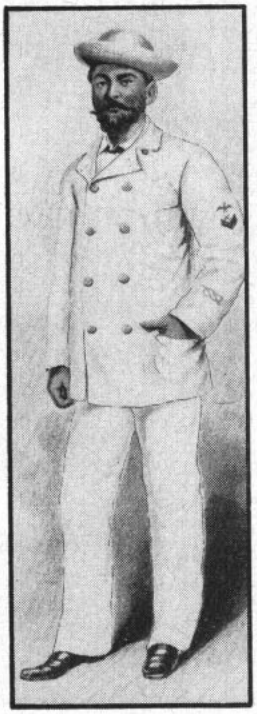
Enlisted man 1860 Whites

Naval Light Infantry 1861

Enlisted man 1864

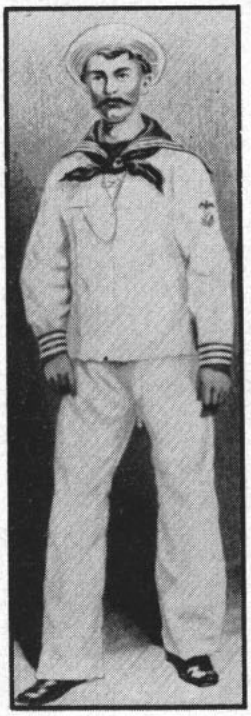
In 1852 a star was added to the petty officer's insignia of 1841. The flat hat that was the forerunner of the one worn today made its first appearance in 1860. Cuff markings came into existence in Navy regulations of 1866 and have remained.

Officer 1886



Dress Whites 1886

Enlisted Blues 1886



Enlisted Whites 1886

Naval Constructor 1888

Enlisted ratings were first arranged in a manner similar to present system in 1885. Classification ranged from First Class Petty Officer to Third Class Seaman. Later, rating badges using eagles and chevrons for the first time were authorized to be worn.

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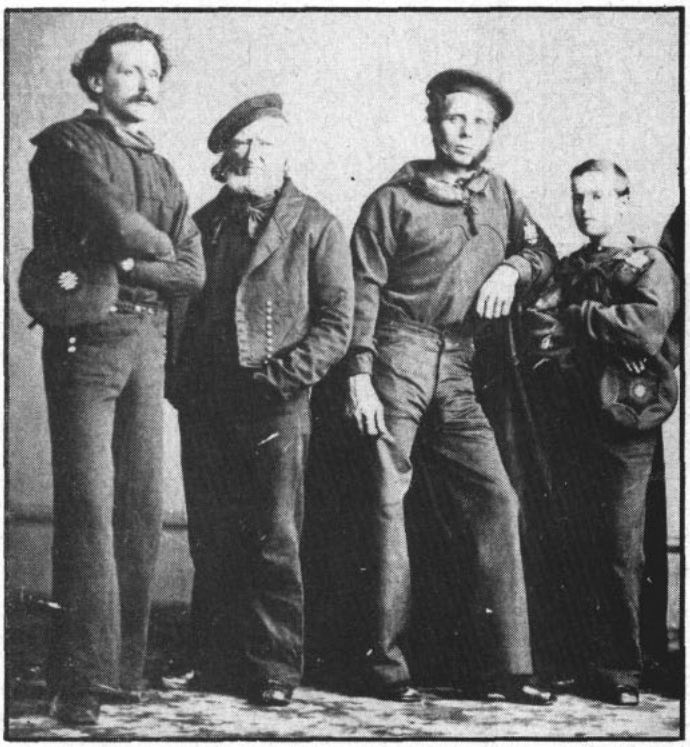
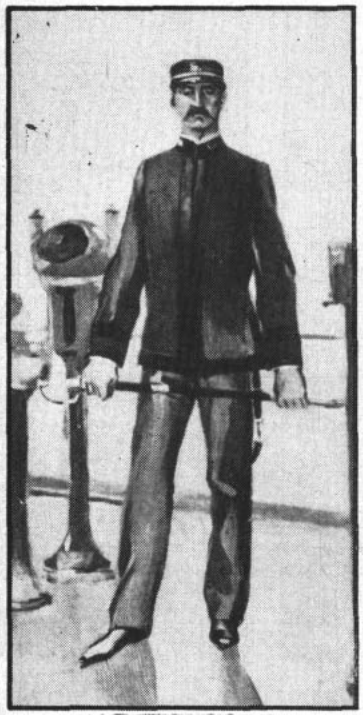
Rear Admiral 1864

RADM Full Dress 1865



Race Boat Crew, USS *Hartford*, 1866

Every detail of officer's uniform was covered in regulations by 1864. The insigne on top of hats (1886 crew) was originally to keep 'snipers' aloft from shooting own men. Later, it was carried on as an ornament and is on Marine officers' hats today.



Lieutenant 1893

Midshipman 1893

Master-at-Arms 1893

Petty Officer First Class 1893

Other changes in 1885 included gold lace chevrons for POs with three consecutive good conduct badges and the watch mark was moved up to extend directly around sleeve at shoulder. CPOs came into being in 1894 with special rating badges.

June 1955

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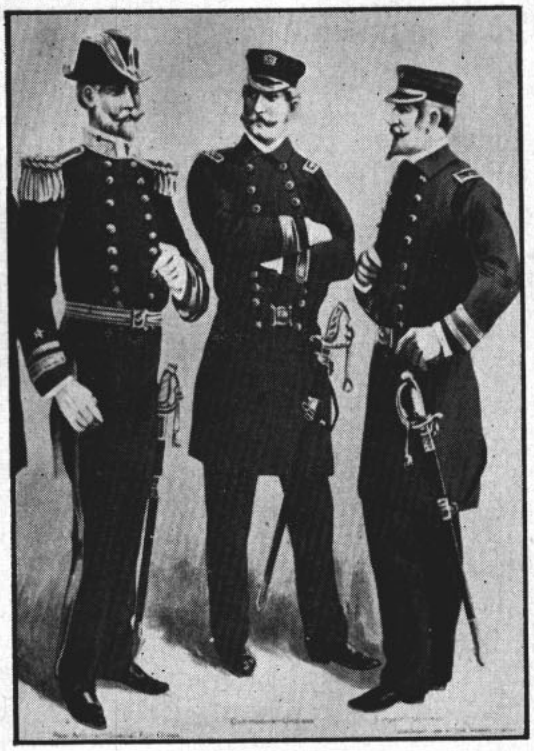
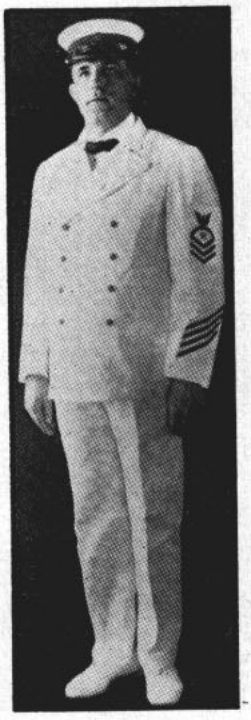
NAVAL UNIFORMS THROUGH THE YEARS *continued*



Rear Admiral Dress; Commodore, Surgeon Undress and Various Enlisted men's uniforms of 1899.

Following the Spanish American War, when the United States became a recognized naval power, enlisted men's and officers' uniforms of 1899 had become more distinctive, in keeping with the record at sea of both the Navymen and new steel ships.

Lieutenant 1913-1917



Chief 1917

Enlisted Whites 1917

Naval Aviator 1920

Plebe 1943

World War I brought with it Naval Aviation and a new uniform for flyers in 1920. Academy midshipmen received a dark band around their white hats. The Navyman's uniform was becoming more practical, changing to meet modern needs of war.

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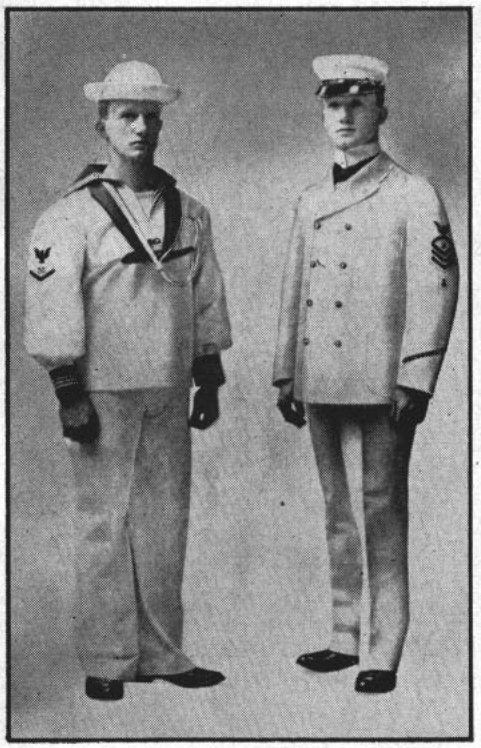


Coxswain and CPO 1905

Enlisted man and Officer 1906

Special Full Dress RADM, and Gunner 1913

Non-rated men of the seaman branch were authorized to wear branch marks on the right sleeve and rated seamen were authorized rating badges on right arm in 1912. In 1917 there was a special full dress uniform for gunners pictured at right.

WW II Gunner and Recruit

Chief Today

1948 change in uniform trousers

WW II found Navymen adding steel helmet and life jacket to fighting gear, 'boots' wore leggings and chiefs lost a button off their jackets. All rates moved to left arm. Biggest change was departure from button front and addition of new slash pockets.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Sweeping from the Air

"Aerial 'sweeps"—helicopters towing conventional mine sweeping gear—have been tested successfully by the Navy and a commercial manufacturer of "windmills" in the Gulf of Mexico. The tests were made in late 1952 and 1953 with the HRP-1 and the H-21, both tandem rotor model helicopters, which were fitted with a special tow bar and hook for picking up and streaming the Navy's standard double moored sweep gear.

The helicopters operate in a nose-down position while towing sweep gear, allowing the rotors to provide a powerful "pull" in the desired direction of the sweeping run. The tests also showed that flying the 'chopper while towing is easier than normal flying since the pull exerted by the sweeping gear adds substantially to the helicopter's stability.

In actual operation it is expected that helicopters would be used only to sweep a narrow channel for moored mines. Then regular mine sweepers would be used to widen the area already swept.

THIRD OF SHIP'S CREW OF *USS Waxbill* (AMCU 50) recently received Good Conduct Medals. *Waxbill* is attached to Fleet Activities, Yokosuka, Japan.

Heart Radio

A tiny radio device which enables medics to keep a 24-hour check on a patient's heart and lung activity has been developed by medical scientists at the Aviation Medicine division of the Naval Medical Research Center, Bethesda, Md.

The new device consists of a miniature radio no larger than a pack of king-size cigarettes, and a battery power supply of similar size. A small electronic device and another small power supply pick up the heart waves, heart sounds and breath sounds, changing them to electrical impulses which are then transmitted by the radio to receiving gear in the doctor's laboratory.

On his receiving equipment the doctor hears the patient's heartbeat and breathing, while a dial indicates the rate of beating and an automatic pen draws an electrocardiograph record. Permanent records of the heart sounds can be made on tape for future study.

Conceived by CAPT Norman Lee Barr, MC, USN, and developed under his direction, the tiny "heart hook-up" is expected to contribute to present knowledge of the heart's functioning. Previously heart rates and sounds could be studied only when the patient was completely inactive.

Operation Operation

USS *Odax* (SS 484) has come up with a new "operation." They call it "Operation Operation" and have put it into use twice during recent months.

Odax is cruising in the Mediterranean with the U. S. Sixth Fleet and on two occasions she has come up with a sick man requiring an appendicitis operation.

The first time the operation wasn't too complex, as the submarine was in the port of Algiers when Ensign David A. Phoenix was stricken. He was quickly placed in a boat and taken to USS *Northampton* (CLC 1) where the operation was performed.

The second "Operation Operation" was a little more dramatic. *Odax* was taking part in an exercise while en route to Genoa, Italy, and running submerged when Jack L. Parker, EMFN(SS), became another appendicitis victim.

The submarine surfaced and a boat from USS *Willard Keith* (DD 775) brought a doctor to the underwater raider. Soon after that a helicopter from USS *Antietam* (CVS 36) arrived on the scene to lift him to the carrier for the needed operation.

In both cases the men recovered from the operation in good shape.

YESTERDAY'S NAVY

On 1 Jun 1948 as a part of the unification of the Armed Forces, the Air Transport Command (ATC) and the Naval Air Transport Service (NATS) were consolidated into the Military Air Transport Service (MATS). On 3 Jun 1898 U. S. Navy attempted to close the harbor of Santiago by sinking the collier *Merrimac* at the entrance. On 17 Jun 1898 the Navy Hospital Corps was established by an Act of Congress as an integral part of the Medical Department of the Navy. On 25 Jun 1859 U. S. naval forces were involved in fighting on the Peiho River in China.

Forty-seven Years in the Navy

One of the longest and most unusual careers in the Navy ended last spring when LCDR Alexander Cecil Morris, USN, retired as leader of the U. S. Naval Academy Band at Annapolis, Md.

Although he was actually a chief petty officer, LCDR Morris was accorded the title and privileges of a commissioned officer. In addition, he was entitled to the pay and allowances under special legislation.

Morris who joined the Navy at the age of 18 celebrated his 47th anniversary of active service on 14 Nov 1954.

After his first enlistment, Morris left the Navy to study music in New York. Three months later, the leader of the Navy Band at the Brooklyn Naval Shipyard asked Morris to join his band. He re-enlisted and during the following six years at the Brooklyn Navy Yard he continued his musical studies at the National Conservatory.

In 1923 he joined a Navy band at the Washington Navy Yard as second leader—a position he held for 15 years.

During this tour of duty, Morris was assigned as band leader on the Presidential yacht *Mayflower* where he played for Presidents Coolidge and Hoover.

In 1938, Morris went to the Naval Academy Band at Annapolis as second leader with the rank of warrant officer. In 1947 he was appointed band leader and promoted to lieutenant. His appointment to lieutenant commander was effective in September 1953.

Morris has two sons at the Academy—Alexander, a second classman, and Marvin, a third classman. Another son, Charles Henry hopes to enter the Academy too and still another Navyman will be added to the family this month when daughter Barbara marries Midshipman first class Charles Russell Dedrickson.

Fleet Gym at Yokosuka

The Fleet Activities, Yokosuka, Japan, commissioned its new 1000-seating-capacity gymnasium last April at Berkey Field. The 80x225 structure has more than 20,000 square feet of hardwood floor space for indoor sports.

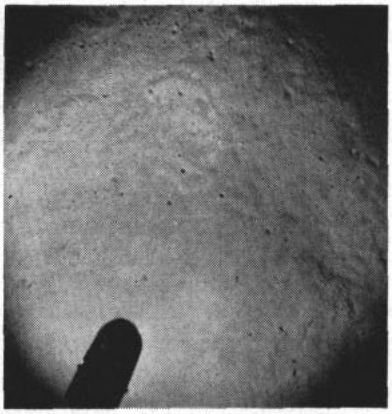
The main floor of the building contains two regulation basketball courts which can be subdivided into four practice courts. The gym also has space for boxing rings, weightlifting, wrestling and gymnastics. The showers, dressing rooms, first aid room, office and storage space are located along one side.

The Fleet Gym, which was being used for all indoor contests in Yokosuka, will now be used exclusively for contests between teams from visiting ships.

20,000 Feet Under the Sea

If you have gotten the idea from recent movies and books and articles by skin-divers that the great depths of the sea are a fairyland of sunken galleons and castles of coral through which myriads of brilliantly-hued fish and other fantastic creatures stream back and forth, you're going to be disappointed.

Likewise, you might as well abandon any notions you might have of fearsome monsters lurking in the greatest ocean depths.



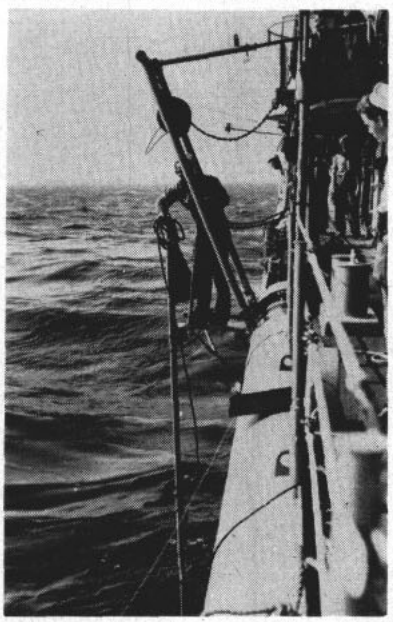
DAVY JONES'S locker turned out to be a 'mud pile' full of 'worm' holes when ocean bottom was filmed.

This disillusioning news comes from the U. S. Navy Hydrographic Office, Suitland, Maryland, which has just released a picture of the greatest ocean depth ever photographed. This record-breaking photograph was made by oceanographers of the Hydrographic Office at a depth of 20,800 feet in the Sargasso Sea, about 1000 miles seaward of Cape Hatteras, N. C.

And all this picture shows is a blank bottom of mud, pocked here and there with holes made by unknown marine creatures. These organisms, which may be worms, apparently were too bashful to stay around and have their picture taken. The sinister-looking black object in the lower left of the picture is not some weird monster hitherto unknown to science, but only light for picture.

A 14-foot long camera assembly in the shape of a pipe and built of aluminum tubing, was used to take the picture. This camera was lowered from the USS *San Pablo* (AGS-30), one of the oceanographic survey ships of the Hydrographic Office by means of a special wire run down from an oceanographic winch. Attached to the camera was a sampling device which took a 20-inch core of the ocean bottom. It took two and one-half hours to lower and raise the camera to take the picture. The camera itself was contained in a heavy case capable of withstanding water pressures as great as 12,000 pounds per square inch.

Recent years have seen a marked increase in the development and use of underwater photography. It has been used in locating and identifying sunken vessels, in studies of shellfish beds, fishes, and of the bottom sediments covering the ocean floor. The Hydrographic Office has been using this, as well as many other devices and techniques, for probing the ocean's secrets.



TOPSIDE it took two and one-half hours to lower and raise the long camera to a depth of 20,800 feet.

Quarter Hour on the Quarterdeck

Journalists – the JOs – are the Navymen usually concerned with public information, publicity, and generally informing the nation about its Navy. Judging from an announcement by the Recruiting Division of BuPers, however, there are other ratings that come up with good information techniques and ideas.

A weekly radio show produced by the Public Information Office of the Pacific Fleet's Cruiser-Destroyer Force was recently selected by the BuPers Recruiting Division for national distribution—and the show is written and produced under direction of a BMC.

Known as "Quarter Hour on the Quarterdeck," the 15-minute program is now in its second year. Before being "recruited" by the Recruiting Division, the show was aired on 25 stations in California, Arizona and Washington, but a new trial distribution set-up is now expected eventually to place the program on approximately 1000 radio stations throughout the U. S.

The chief with a knack for public relations and publicity is Harry W. Steinmiller, BMC, USN. Steinmiller first got into publicity when he reported to the Seattle, Wash., Recruiting Station for duty in May 1950. He soon became the station's publicity chief, and subsequently attended the Armed Forces Information School, Fort Slocum, N. Y., for six weeks' instruction in PIO techniques.

Chief Steinmiller's service jacket also shows plenty of "salty" experience to back up statements that he "eats, sleeps and lives" Navy. In addition to a two-year stretch in warrant officer ranks as a Boatswain and Chief Boatswain, he has pulled such varied duties as: Deck petty officer, coxswain on both captain's gigs and admiral's barges; gun captain of five-inch, 25mm. AA gun mounts; and eight- and sixteen-inch turrets; chief master at arms; instructor duty, OOD—both in port and underway—and honor man of his "boot" outfit at Norfolk in 1935.

His experience with ships ranges from the battleships *West Virginia* (BB 48) to the modern *Iowa* (BB 61); the old *New Orleans*-class heavy cruiser *San Francisco* (CA 38) to the modern USS *Los Angeles* (CA 135); the motor torpedo boat tender *Wachapreague* (AGP 8) to the destroyer *James E. Kyes* (DD 787).

Both east and west coasts, the Pacific Northwest, Alaska, the Canal Zone, Hawaii, Hong Kong, Japan, Korea and Manila, and innumerable Pacific island "hotspots" of World War II also show up in his record.

Steinmiller finds this background —the result of some 18 years' service—mighty handy when it comes to producing realism in "Quarter Hour on the Quarterdeck," since the show dramatizes actions and miscellaneous activities of ships of the Navy. The 17-piece ComCruDesPac band, directed by William Burnett, MUC, USN, furnishes appropriate musical backing; while Steinmiller and CruDesPac's PIO staff get technical assistance and recording facilities from San Diego's Navy Electronics Laboratory.

Red Hot Jive Band

The general public in Japan, as well as select gatherings of the Seventh Fleet, are receiving an extra dividend of good will and hot music through the off-duty efforts of the seven-man swing band of USS *Pittsburgh* (CA 72). The outfit plays with no pay for everything from a ship's smoker to a party for kids who strictly dig no jive.

The group consists of volunteers who wade into a piece, kick it around until it whimpers, then come up with their own version. The cats practice and play in their off-duty hours and in addition stand their regular watches and battle station drills.

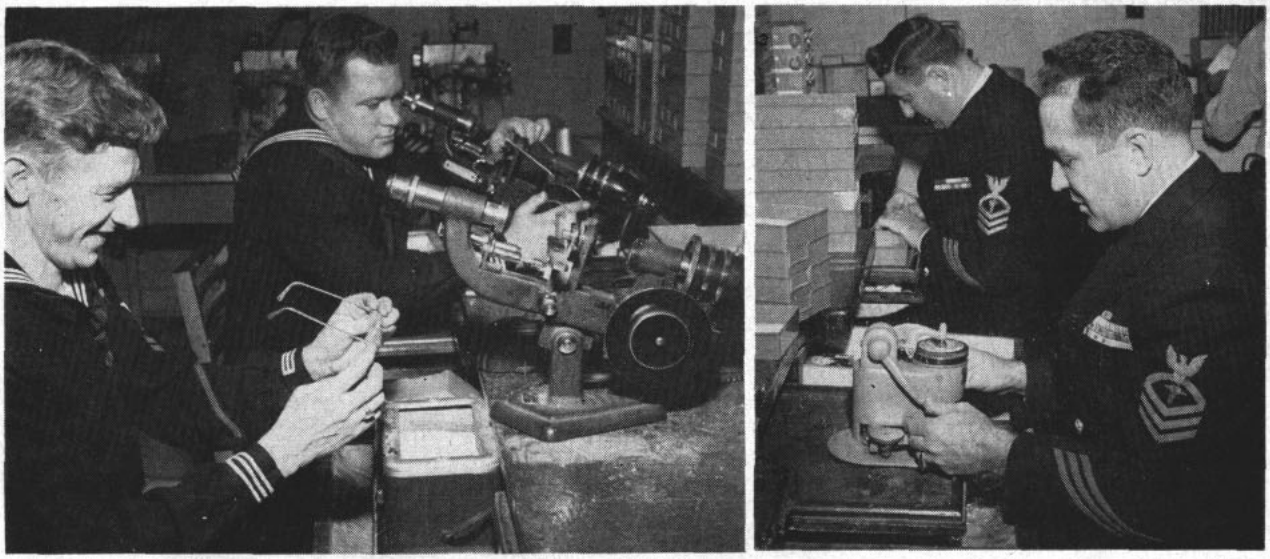
PEN THAT SIGNED service pay hike into law is eyed by B. Fudge, YN1, C. Parker, HM1, and R. Warren, YN1. Pen was given to Fleet Reserve Association.

Hailing from a generous selection of States, the band is earning a reputation for the type of red hot American type music which is going over big with the Japanese public. The swing band has played for everything from a party at the Officers club to a jam session in a crowded ship's office.

At Nagasaki, where the band played a concert in the theatre at the University, their brisk work brought the audience to their feet.

In addition to their concert at the University, the group also played for two children's parties given for orphans from Nagasaki and Sasebo, Japan.

When the outfit gets to a place with recording facilities, they are planning to cut music which will be aired on a Navy radio program projected to start on the West Coast sometime in the near future.



THE EYES HAVE IT *as corpsmen mount and test lenses. Right:* Glasses are marked and cut in laboratory at Cheatham.

Manufacturing 20/20 Vision

Navy "cheaters"—the type in clear plastic frames—are the 20/20 vision for thousands of Navymen and Marines, and many of them are made at the appropriately named Cheatham Annex of the Norfolk Naval Supply Center. Personnel on duty from east of the Rocky Mountains to Calcutta, India, get their "cheaters from Cheatham"; a second ophthalmic lens laboratory at NSC, Oakland, Calif., supplies personnel in the Pacific area.

Both labs are staffed by hospital corpsmen who have received training as opticians at the Naval Medical School, National Naval Medical Center, Bethesda, Md.

Operation of the Cheatham lens layout is typical of both. When an order is received by the lens lab, corpsmen screen the prescription submitted by the examining doctor to determine the kind of glasses ordered.

Bifocal prescriptions are handled by the surface department, while single vision lenses are done by the finishing department.

The surface department grinds prescriptions not carried in the standard stock catalog. These include certain bifocals, trifocals, prismatic lenses, tinted lenses and cataract lenses.

In the complicated grinding of special lenses, corpsmen must take into consideration the size, edge thickness, center thickness, and index of refraction between air and glass through which light rays pass. Charts and books of computations assist the corpsmen opticians in these calculations.

For grinding, the lens is embedded in melted pitch and mounted on a metal block. The curves on the lens surface are made with a diamond cutting wheel. This wheel can remove as much as three millimeters of glass at one time—or as little as 1/1000 of a millimeter (approximately half the thickness of the paper on which this is printed).

After leaving the cutting wheel, the lens is further refined with three progressively finer emery wheels. Then it is polished with cerium oxide.

Constant checks during these operations insure against pits or other flaws in the finished product. A final machine check determines that the lens is accurate before it is sent to the finishing department.

In the finishing department a corpsman places the lens on a lighted protractor divided into 360 degrees and subdivided into one-millimeter squares. After the lens is laid out with india ink, it goes to the cutting section where steel cutting wheels inscribe the glass in the desired shape and size. Excess glass is then broken away to save needless edging.

An automatic edging machine is used to grind the lens edges into a "V" shape, so that it will fit securely in the frames. From the edging machine, the lenses are sent to the mounting section for insertion into gold or plastic frames. Once they are mounted the entire assembly is given a rigid final inspection before mailing to the ordering activity.

New Ejection Seat

Navy planes of the future will feature a pilot ejection seat 100 pounds lighter than previous ejection seats, offering the same safety measures.

Many features that were believed to be essential when jet aircraft were designed several years ago have been found to be superfluous.

The new seat weighs only 30 pounds as compared to the 130-pound seat installed in the present day jet fighter seats. To make the big weight saving (an important feature in any plane) the large braces and foot stirrups were eliminated. The foot stirrups were cut out after a survey showed that about 25 per cent of the pilots failed to position their feet in them before ejecting.

Weight savings were also made by eliminating the tilt and forward-back adjustments possible with the old seats. The new seat permits the pilot to adjust the seat for height only. The seat is made of aluminum with fluted sides for strength. The pilot sits on a pararaft for a seat cushion and wears a back-pack parachute.

There is no pre-ejection handle in the plane. All the pilot does is reach up and pull the face curtain downward. As the curtain moves downward it locks the pilot's shoulder and lap harness, automatically jettisons the canopy and then fires the seat and pilot up into the air.

If the automatic harness disengagement fails to work after the pilot is ejected, a handle at the side of the seat permits him to free himself from the seat and he then uses his parachute for his trip down.

NEWS OF OTHER NAVIES

In this section ALL HANDS reports news items of interest concerning the navies of other nations.

★ ★ ★

FRANCE—Ten seamen of the French Navy have volunteered to act as shipwrecked mariners aboard a rubber raft anchored in the western Atlantic. They will live on a few teaspoonsful of seawater a day for several weeks.

The seamen will attempt to imitate the exploit of Dr. Alain Bombard, a Frenchman who in 1952 crossed the Atlantic alone on a similar diet. To survive his 84-day voyage he varied his water diet with bits of plankton, minute organic life he collected from the water.

The seamen's test will also attempt to determine the effects of subzero temperatures and lack of fresh water on shipwreck victims.

★ ★ ★

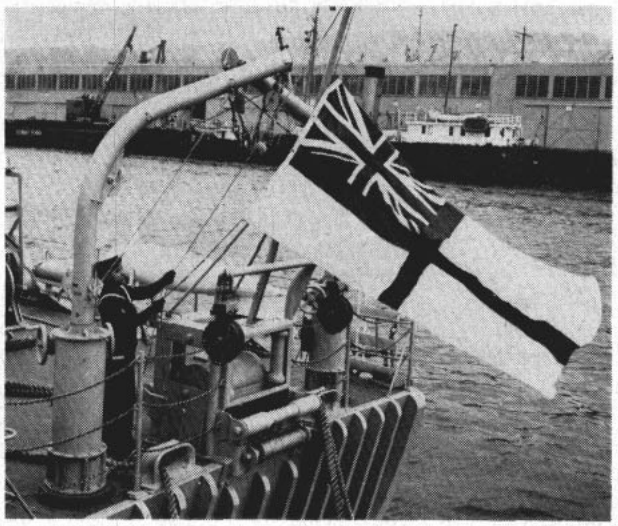
PAKISTAN—The bond of friendship between the United States and Pakistan was strengthened when a minesweeper, the former USS *AMS 138*, was transferred to the Pakistan government at the U. S. Naval Station, Seattle.

Transferred under terms of the Mutual Defense Assistance Program, the mine sweeper was the first ship to be delivered in the United States to Pakistan under the Program.

Renamed *Muhafiz* (Pakistan for *Protector*), the ship is the 52nd to be transferred from the Seattle area to a foreign government. She is wooden-hulled, has a 27-foot beam and displaces 375 tons.

★ ★ ★

GREAT BRITAIN—Mirrors will help the Royal Navy to operate the faster aircraft of the future from the flight-decks of aircraft carriers. By watching a device consisting of a large curved mirror on which lights are projected, a pilot approaching a carrier may be brought in almost automatically to a perfect landing. The mirror is unaffected by the motion of the ship because of gyro-mechanism perfected by naval gunnery experts.



PAKISTAN GETS AMS from U. S. Navy under MDAP. Mohammed Sadinique Saleem raises ensign of *Muhafix*.

LANDING WITH A MIRROR. British supersonic fighter, *de Havilland* 110, guided in with new mirror-light system.

The new landing aid has been proved many times by day and night, first aboard HMS *Indomitable* and later *Illustrious*.

On the edge of the carrier deck is installed a large metal concave mirror about four feet high and five feet wide, placed about one-third of the ship's length from the aft end of the deck. Shining toward this mirror and about half-way between it and the end of the deck is a powerful light. The mirror is set at such an angle that a beam of light is reflected up into space toward the approaching aircraft. The pilot approaching on the correct glide path sees the reflection of the light in the mirror, and if he is on the right path he sees the light exactly half-way up the mirror. He flies down the light onto the deck. To help him the sides of the mirror are marked with two rows of colored lights, so that his problem is simply to keep one spot of light lined up with two rows of colored lights. He has to make no last-minute control movements before touching down.

★ ★ ★

CANADA—It looks as if hardtack may be on its way out for the Canadian Navy and other armed services. Food technologists have created a prepared mix which, when combined with water and baked in an oven, produces high quality bread in less than two hours—cutting about four hours from mother's age-old method.

The scientists devised the process primarily for crews of small naval ships and isolated units of Canada's three armed services. They spent considerable time at sea in a variety of naval vessels investigating the problems of storing bread and keeping it fresh in confined spaces. They finally decided that only a prepared easy-to-bake mix was the answer.

The result is a product that compares favorably with standard commercial bread, and offers a variety of types of bread to suit all tastes—white and Vienna loaves, oven bottom or farmhouse bread, rolls, scones, French sticks and buns. Another similar mix contains whole wheat flour and extends an additional diversity in a wide range of breads and rolls.

DENMARK—Pacific Fleet men who remember the trim, white *Jutlandia* as a hospital ship for United Nations forces in Korea, are likely these days to see her cruising the Pacific in a different "dress."

The former Danish mercy ship has reverted to her peacetime status as a passenger-freighter, with accommodations for 65 passengers in addition to her cargo. She has already made two voyages from Copenhagen to Bangkok, Thailand, loading teak, rice, spices and rubber for Europe. This month she is scheduled to call at San Diego on her maiden voyage to the U. S. Pacific coast.

★ ★ ★

AUSTRALIA—Basic construction of an Australian naval base at Manus Island has been completed and good progress is being made on an Air Force base on the same island.

Manus is located to the north of New Guinea and just south of the Equator. For the Australian Navy, the island will serve as an advance base and tropical training area. The Air Force will use it as a training area and a staging base for northern flights linking Australia with American bases in the Pacific.

★ ★ ★

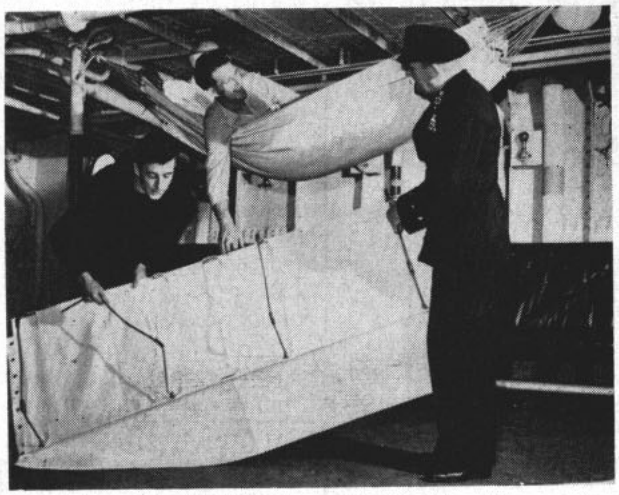
PERU—Fifty-one officers, three midshipmen and 483 enlisted men of the Peruvian Navy have successfully completed a seven-week training course in San Diego, Calif., under the guidance of the Pacific Fleet Training Command. They arrived on board three frigates, BAP *Galvez, Palacios* and *Ferre*. The training was provided for by the Mutual Defense Assistance Program between the United States and Peru.

This year marks the third time Peruvian ships have trained on the West Coast.

Each department aboard the present Peruvian squadron is assigned a well qualified U. S. observer to analyze the progress of the personnel. One such observer was a 20-year U. S. Navy veteran, Albert Burelle, MEC, USN, who speaks seven languages, including Spanish, and who had no difficulty speaking with the Peruvians.

The training is broken into distinct phases. The first week was devoted to study in the Training Command's various specialized schools, which provided a variety of instruction that could not be adequately conducted aboard naval vessels. Among the courses provided were damage control, engineering, fire-fighting techniques, seamanship, electronics, gunnery, navigation, diesel and steam machinery, combat information center, antisubmarine warfare and electrical instruction.

AMERIGO VESPUCCI, replica of the great sailing ships of the past, is used to train Italy's naval cadets today.



CONVERTIBLE HAMMOCK supplied British sailors can be fitted with metal runners and stretchers to make a cot.

The second week consisted of advanced instruction in courses covered during the first week but also included internal combustion engines, auxiliary machinery controls and interior communications.

The third and fourth weeks covered subjects such as replenishment at sea and practical application of damage control and radar maintenance.

The remainder of the time was devoted to underway operation with San Diego-based units of the Pacific Fleet.

During their underway operation, simulated and actual drills were conducted by the ships. This included manning battle stations, antisubmarine and antiaircraft maneuvers, communications exercises, calibration of equipment, gunnery firing exercises and underway fueling at sea. Many of these exercises were conducted in company with U. S. Navy ships.

★ ★ ★

GREAT BRITAIN—Salt water spray systems, which have proved an effective means of fighting radioactive "fallout" particles (ALL HANDS, September 1954, p. 2) will be installed in all new British warships according to an Admiralty announcement.

This atomic-age defensive equipment consists of a number of nozzles distributed about the ship. Through them hundreds of tons of salt water can be sprayed at high pressure over all weather surfaces.

Trials carried out in the Royal Navy's experimental cruiser HMS *Cumberland* involved 50 nozzles spraying 300 tons of water per hour over the decks and superstructure.

During the washdown all openings giving access to the ship's interior are closed. Spraying continues until Geiger counter tests prove the vessel safe.

The U.S. Navy has conducted similar experiments aboard several types of vessels.

THE BULLETIN BOARD

Moving From Your Station? You May Draw Dislocation Allowance

A "DISLOCATION ALLOWANCE," payable to men with dependents upon a permanent change of station (under the circumstances listed below) has been authorized by Public Law 20, 84th Congress. However, entitlement to this allowance will not exist if the permanent change of station orders were effective before 1 Apr 1955.

Designed to lighten the financial burden of relocating a household, the amount of the allowance is equal to your monthly basic allowance for quarters, but will neither be prorated nor paid more than once in connection with a single change of station.

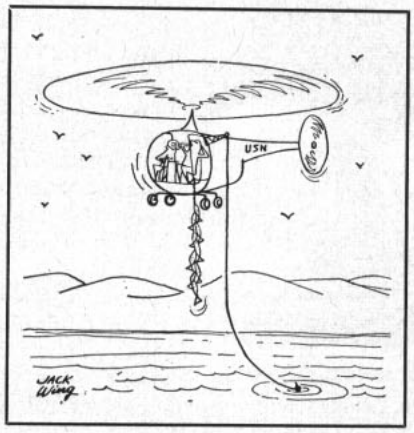
The dislocation allowance will be paid under the following conditions: 1) after your dependents have completed travel in connection with a permanent change of station *if dependents' transportation or travel allowance are authorized;* or 2) upon completion of travel to a designated place under the provisions of Chapter VII, *Joint Travel Regulations.*

Despite a permanent change of station, a dislocation allowance is NOT payable in the following cases:

- To enlisted men in pay grades E-1, E-2, E-3, or to E-4s with four years' service or less.
- On permanent change of station when both the old station and new station are located in or near the same metropolitan area. (However, if the commanding officer of the new permanent duty station finds that your change of residence was a direct result of the permanent change of station, then the allowance may be authorized.)
- When your orders call for travel from your home to your first permanent duty station (upon enlistment, reenlistment, induction, call to active duty or appointment to warrant or officer status). "Home" is defined as any place at which you may be residing when you receive orders. This restriction does not apply when you are transferred on a permanent change of station after separation and reentry into the Navy at the same station in same or a different status without break in active service.
- When dependents' travel is from other than the old permanent duty station to other than the new permanent duty station, *unless either travel allowances or transportation is authorized by the Secretary of the Navy or his designated representative.*
- When travel is from your last duty station to your "home" (or place from which ordered to active duty) upon separation from the service, release from active duty, placement on the temporary disability retired list, or retirement.
- When you elect to receive the "trailer allowance" described in Chapter X, *Joint Travel Regulations.*
- When permanent change of station travel is performed under the conditions listed in items 2 through 9, items 11 and 12, and items 14 through 16, Paragraphs 7000-7002, Chapter VII, *Joint Travel Regulations.*

There are also certain statutory limitations on the payment of a dislocation allowance. For instance, you are not entitled to more than one dislocation allowance per fiscal year, except under the following circumstances:

- If SecNav or his representative finds that needs of the Navy require more than one permanent change of station during the fiscal year.
- If a war or national emergency is declared after the effective date of Public Law 20 (1 Apr 1955).



- If the permanent change of station is to, from, or between courses of instruction conducted at an installation of the uniformed services.

For the purpose of determining the fiscal year in which entitlement to a dislocation allowance occurs, the governing date will be the date of your detachment from the old permanent duty station (on permanent change of station orders). Although an earlier permanent change of station occurred during the same fiscal year, it shall be excluded from computation if no dislocation allowance was authorized. Examples: A permanent change of station before acquiring dependents; or change of station on orders which had an effective date earlier than 15 Apr 1955.

Full details on the new allowance are being distributed as a new Chapter IX of *Joint Travel Regulations.* Instructions to disbursing officers for payment of the allowance are contained in *Navy Comptroller Manual,* paragraph 044195.

It Can Be Done—
EM Makes Perfect GCT Score

A new recruit at the U. S. Naval Training Center, Bainbridge, Md., was obviously at the head of the line when brains were passed out for he managed to rack-up a perfect score on the General Classification Test (GCT) given to all new recruits entering the Navy.

Robert L. Barton, SR, USN, of Recruit Company 122 was the first of 20,823 new recruits who have taken the GCT to achieve a perfect score since the test in its current form was first given those entering the Navy in September 1954.

The GCT is used to determine an individual's reasoning power and ability to learn. When combined with the arithmetic, mechanical-electrical and clerical tests taken by each recruit, it is a major factor in determining what Navy school or assignment the recruit's abilities best suit him for.

Barton entered the Navy after graduating from high school with highest honors in a class of 160.

Choice of Duty Stations Is Offered under New Program To Most EMs on Reenlistment

Would you like to stay on your ship for another 12 months or would you prefer to change fleets and be assured of at least 12 months in the fleet of your choice? When you reenlist you can now do either under a new program instituted by BuPers.

The only exceptions to the new choice of duty guarantees offered by the Navy upon reenlistment, are a few highly technical rates and personnel holding certain job code numbers. However, other provisions have been made for those persons.

Generally, you may make one of three choices on the day you sign your new shipping papers. You may:

- Be assured of a minimum of 12 months' duty on board the ship in which you are now serving, unless it is a non-rotated unit.
- Be assured of completion of a normal tour of duty if you are serving on shore duty, whether it be fleet, overseas or BuPers, if the activity or command in which you are serving has an allowance for your rating and a normal tour has been prescribed.
- Be assured of a minimum of 12 months' duty in a fleet command having a home port on the continental U. S. coast of your choice.

Navymen shipping over early under the provision of Alnav 2-55 cannot take advantage of the third option but are entitled to either of the other two.

If you take the third option, which assures you of 12 months in a fleet command on the coast of your choice, you may also indicate four preferences for duty assignment within that fleet. Wherever possible you will be assigned duty in one of the spots or types of ships that you request.

Under this preference of duty you may list any ship type, home port, geographical area or location you desire.

Navymen in the ratings of CT, MA, TD, AG, GS, GF, AQ and those designated in Ground Controlled Approach, Carrier Controlled Approach, and aviation pilots are not eligible to participate in this program.

However, these ratings may, upon reenlistment, submit their duty preferences to the Chief of Naval Personnel and they will receive individual consideration in future assignment.

Also in this category are those in any rate who hold the following special program job codes: Atomic Energy Technician, Explosive Ordnance Disposal Technician, Guided Missiles Technician, Rocket Launcher Mark 108 Technician, Project Atlas Technician, Fire Control System Mark 102 Technician and Special Weapons Disposal Technician.

A Wave reenlisting will be assured of assignment in one of four continental administrative command areas of her choice.

Complete details on all phases of the new program can be found in BuPers Inst. 1306.25A.

Gesunheidt!

When a Navyman sneezes at the U. S. Naval Training Station, Great Lakes, Ill., it's like setting off a series of alarms. At the first sign of the sniffles the medicine men of Navy Medical Research Unit No. Four leap into action.

Before anyone has had a chance to wish the sneezer a hearty "Gesunheit" he is set upon for blood tests, throat examinations, nasal washings and has colored photographs of his throat.

This doesn't happen to every recruit at Great Lakes – only those members of Recruit Company No. Five who have volunteered for a study of respiratory infections.

It seems that in the spring while a young man's fancy is turning toward one thing, his system turns toward another, and he is more susceptible to colds at such a time of the year. Spring colds cause a loss of many man hours both in civilian and Navy life and Medical Research Unit No. Four has set out to cut down on the loss.

At the very first sign of the sniffles the recruit is interviewed and his symptoms discussed–and then the tests begin.

A blood sample is taken at the peak of his illness and tested for the presence of antibodies – nature's natural defense against disease–a class of substance in the blood that destroys or weakens bacteria.

A sample is taken again after 21 and 42 days during his convalescent period and another check is made to see if the antibodies are doing their job.

Nasal washings are also taken and studied for virus and the virus is isolated and identified if possible. One of the main functions of the Research Unit is an attempt to grow these viruses in the laboratory and study them for identification.

The recruit's throat is also studied from the first sign of an infection but because of the large number of throats viewed by the doctors each day it is impossible for them to remember daily changes in a man's throat. Therefore, specialists keep a record of throat examinations by taking photographs of them.

The pictures are taken at the same time each day, under the same conditions by a specially built camera. Equipped with a built-in light, the camera records a series of photographs on color film. These pictures, when consulted in series, show a progress report of each throat.

The photographs are satisfactory when the changes are appreciable but for more precise information a photoelectric densitometer (an instrument which measures color density by wave length) is used.

So that others working along the same lines may profit from its work, the unit makes written reports on each project. These reports are printed in a booklet and distributed to a select group of military and civilian medical men.

Men Are Wanted to Train for Navy's Atomic-Power Program

IF YOU CAN QUALIFY for the Navy's nuclear power program, there's no limit to your future.

Top consideration has been ordered by the Secretary of the Navy for enlisted personnel and officers who enter this important program.

Based on a recent comprehensive study conducted by the Chief of Naval Personnel, SecNav Inst. 1000.3 calls attention to the increasing importance of nuclear power to the Navy, and emphasizes the career possibilities of entering a new and expanding field in which the highest competence is required.

The Instruction points out that the impact of nuclear power for ship propulsion on the Navy and its men already is profound and that the effect of future development is comparable to the impact of steam power on the Navy of sailing ship days.

Applicants are assured that personnel chosen for this program will be given every opportunity and consideration for advancement and special assignment.

Here's some background information on the nuclear power situation:

In addition to the USS *Nautilus* (SSN 571), the world's first atomic ship, USS *Seawolf* (SSN 575), now underway, Congress has appropriated funds for two other nuclear-powered Fleet submarines. These, together with other planned programs, have created a need for greatly expanded Navy training in the nuclear power field. The Navy has set the pace in the field of practical application of nuclear power, and this pioneering must be maintained and strengthened.

The small group of naval pioneers now in the nuclear power program are considered by the Atomic Energy Commission to be "the heart of their nuclear power technical staff." The Commission frankly admits that there is no one to replace them at the present time. The Navy may expect to continue to fill the existing assignments and probably to make still larger manpower contributions to the AEC as the field of nuclear power progresses.

Furthermore, the development of a successful reactor for shipboard propulsion creates a new need for personnel in the operational field of nuclear power. While it is possible to predict future manpower requirements with a fair degree of accuracy, it is also apparent that an unanticipated accelerated development in nuclear power might produce an even greater need.

Long periods of highly specialized training are necessary. To meet the requirements of the program, the Navy has departed somewhat from established concepts of selection and career pattern for personnel in the nuclear power field.

Administrative steps are now being taken to attract additional personnel into this program and also to safeguard the careers of those who serve long tours in nuclear power assignments.

Here are the details of the new program:

Selection of Officers—Normal selection methods will apply for all line officers who are to be assigned to duty under instruction in this field.

The selection of engineering duty officers for advanced training in nuclear engineering will be accomplished by an all-engineering duty officer board nominated by the Chief of the Bureau of Ships, and convened by the Chief of Naval Personnel. To be selected, officers must be junior to the grade of commander.

All officers, regardless of their designator, assigned to duty in the Reactor Development Division of the AEC, or to its field offices, must continue to be chosen through nominations by the cognizant detailing office, review of records, and personal interviews.

Selection of Enlisted Personnel—From time to time, the Chief of Naval Personnel will request force commanders to submit nominations of enlisted personnel who meet eligibility requirements for entry into nuclear power programs. To meet *present* requirements, you must:

- Volunteer for the program.
- Be qualified in submarines.
- Be not more than 30 years of age.
- Be a high school graduate (or have a GED equivalent).
- Have a clear record.

Selection will be based upon an examination of your record, including results of basic battery test scores, educational level, and over-all quality of performance.

Education and training programs have already been markedly expanded. In addition to providing formal courses of instruction, it is planned to modify curricula of other appropriate courses sufficiently to provide a wider general knowledge of the fundamentals of nuclear power among Navymen.

Here is a summary of nuclear training now available:

Postgraduate Courses—Details of application and eligibility requirements for the following courses will

SONGS OF THE SEA

A Capital Ship

A capital ship for an ocean trip,
Was the 'Walloping Window Blind!"
No wind that blew dismayed the crew,
Or troubled the captain's mind;
The man at the wheel was made to feel
Contempt for the wildest blow-ow-ow,
Tho' it often appeared, when the gale had cleared,
That he'd been in his bunk below.

Chorus

Then blow, ye winds, heigh-ho!
A roving I will go!
I'll stay no more on England's shore,
So let the music play-ay-ay!
I'm off for the morning train!
I'll cross the raging main!
I'm off to my love with a boxing glove,
Ten thousand miles away!

—Old Sea Chantey

be announced by BuPers Inst. 1520.-15B in the near future:

- Nuclear Engineering (Advanced) at Massachusetts Institute of Technology; length, 15 months.
- Naval Construction and Engineering (Nuclear Ship Propulsion specialty) at Massachusetts Institute of Technology; length, three years.
- Mechanical Engineering (Nuclear Power) Naval Postgraduate School, Monterey, Calif.; length, three years. Third year students may perform the third year of instruction at Monterey, MIT, or the Oak Ridge School of Reactor Technology.
- Aeronautical Engineering (Nuclear Propulsion specialty), Monterey; length, three years. Third year students may perform the third year of instruction at Iowa State College, MIT, or Oak Ridge.

Theoretical and Operational Training (Officer and Enlisted)—In the past, theoretical and practical instruction has been conducted by the AEC in conjunction with the contractors at the land prototypes at Arco, Idaho and West Milton, New York. It is planned, however, to institute a basic course at the U.S. Naval Submarine School, New London, Connecticut, to replace basic courses now being conducted by the contractors. Upon completion of this basic course students will then complete their practical training at the appropriate land prototype.

Requests for applications for this type of training will be issued as necessary to meet the requirements in this field.

Naval Academy — Steps are being taken to strengthen the curricula of the Electrical Engineering and Marine Engineering departments with regard to the fundamental chemistry and physics of the atom, and nuclear propulsion. When this is done, training devices and an electronic simulator of a shipboard nuclear power plant will be made available for demonstration and indoctrination purposes.

To help maintain the Navy's lead in nuclear power programs, the Chief of Naval Personnel plans to give special, close personal attention to the assignment of personnel in the program.

Officers who have had special training or significant experience in nuclear power will continue to be assigned to billets involving or closely associated with the nuclear field and the sea duty promotion requirement for line officers in the program will be safeguarded.

The Chief of Naval Personnel will place a letter in the official record of any officer who has an abnormally long tour in nuclear assignments, stating that the officer has been given special duty in a program of greatest importance. As the program expands, it is planned that limited duty, aeronautical engineering, staff corps and other officers with special qualifications or training, will be included in the nuclear field.

Enlisted personnel who have had special training or significant experience in the operation of nuclear power plants will likewise be given normal sea-shore rotation whenever possible. If promoted to warrant or commissioned grade, they will be retained in nuclear assignments but will be transferred to a new billet when possible. At the earliest opportunity they will be given broader experience in their newly acquired officer status through an assignment at sea.

Long-range personnel plans are being developed by the Chief of Naval Operations to provide information and guidance regarding the Navy's future needs for personnel in the technical and operations field of nuclear power.

"I guess this isn't the drill model after all."

Latest Enlisted Correspondence Courses Now Ready

Nine Enlisted Correspondence Courses are now open to enlisted personnel of the Naval Reserve on active or inactive duty who wish to apply, regardless of rating. However, the following list gives the enlisted ratings for which the courses are particularly applicable. Retirement points will be credited upon completion of the courses while you are in an inactive duty status.

Fire Control Technician 1, Vol. 1 is applicable to FT, FTA, FTM, FTU, and FTG; ***Electronics Technician 2*** Vol. 1 (NavPers 91374-1) is applicable to AT, ET, ETN, ETR, ETS, FT, FTA, FTG, FTM, FTU, GS, SO, SOG, SOH, and TD.

Storekeeper 3 (NavPers 91430-2) is applicable to SK, SKG and SKT.

Ship's Serviceman 1, (NavPers 91448-1) and ***Chief Ship's Serviceman*** (NavPers 91449-1) are applicable to SH.

Ship's Serviceman Laundry Handbook (NavPers 91446) is applicable only to SH3 and SH2.

Aircraft Instruments (NavPers 91627-1) is applicable to AE, AEI, AEM, TED, TDI, TRD, TDU, TDV, and strikers.

Aircraft Fuel Systems (NavPers 91630-1) is applicable to AD, ADE, ADF, ADG, ADP, and strikers.

Aircraft Survival Equipment (NavPers 91642-1) is applicable to AN, PR, and strikers.

Even if earlier editions of these courses have been completed, they may be taken for repeat credit. They may be used to study for the rates indicated and may also be substituted for completion of a Navy Training Course.

Men desiring to take any of these courses should see their division officer or education officer and ask for an Enlisted Correspondence Course Application (NavPer 977). Inactive Reservists should request the application form from their naval district commandant or Naval Reserve Training Center.

All applications should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via your commanding officer.

Info on Present and Future Advancements

WHY DIDN'T the Bureau give first class or CPO exams in my rating?" Or "Why wasn't I rated after I had passed the exam?" If you've been asking yourself questions like these, here's the explanation for you.

However, before we get into that, let's take a look at the probable rating situation in the near future. As announced in last month's ALL HANDS (p. 42), present plans are to hold exams in all PO1, PO2 and PO3 rates this August—and to hold exams in *all* petty officer rates next February. And looking even further into the future, unless there is some vast, unforeseen change in the Navy, the advancement picture for younger Navymen becomes even brighter each year.

With that picture in mind, suppose we look at the Navy's enlisted personnel structure. Under present requirements, the Navy is to have as many as 50 per cent of its enlisted personnel serving in petty officer grades. Among each hundred men there are approximately seven CPOs, 11 first class POs, 14 second class POs and 18 third class POs.

Under normal conditions this balance is maintained by "attrition" and advancements. In other words, the desired ratio of rated to non-rated men is maintained by creating new petty officers to take the place of those transferring to the Fleet Reserve, failing to reenlist, etc. And practically all of the men who go out on "twenty" are CPOs—leaving the top of the rating structure open for plenty of advancements.

However, let's look at what happened during and after both World War II and the Korean conflict. The end of WW II saw the Navy with 3,000,000 enlisted men. By mid-1947 demobilization had cut that number to 440,000—and a majority of those who elected to stay in the service were senior petty officers.

This too-many-chiefs situation was working itself out when the Korean fracas threw another monkey wrench into the rating structure. New enlistments and recall of Reservists raised the Navy's enlisted strength to more than 700,000 — making necessary a number of advancements to PO1 and CPO so that the expanded Navy would have adequate PO leadership.

The end of the Korean conflict saw a return of the Post-WW II situation; many Reservists in higher pay grades chose to turn Regular Navy, while many of the men advanced to CPO and PO1 decided to ship over. Concurrently, many lower rated men returned to civilian life.

The result again was a fairly high proportion of CPOs and PO1s in the Navy's over-all rating structure, with actual excesses in some ratings. As pointed out above, the Navy requires CPO ratings for seven per cent of its enlisted personnel, yet actual CPO strength at present is 8.4 per cent.

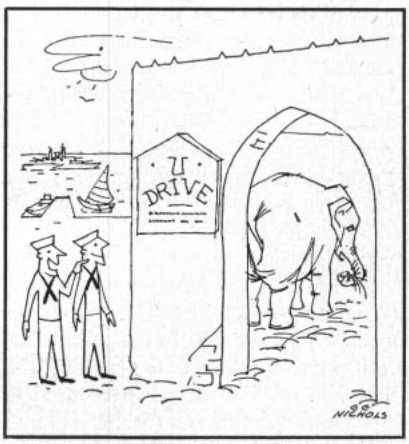
That 8.4 per cent is the total for the Navy as a whole. Each rating also has its own allowed CPO strength, and some of these are above their authorized allowance. For instance, as of 31 Dec 1954, AOC was over by 87 per cent (1342 on board—716 required), HMC was over by 56 per cent and BMC by 41.9 per cent. At the same time, other ratings are below strength.

However, if these below-strength ratings were filled to the authorized limit, the actual CPO strength—already over by about two per cent—would be four or five per cent over the authorized allowance. Yet PO1s must be advanced to make room for PO2s—and so on down the line. At the same time, a reasonable balance of ratings must be maintained. That's where quota restrictions and the closing of certain rates came into the picture. Temporarily shutting off or limiting advancements in topheavy ratings helped to restore balance to the rating structure.

Now let's look at the attrition angle: BuPers statistics show that approximately 2400 CPOs will leave active service this fiscal year. In fiscal 1956 some 2500 CPOs will leave the Navy after 20 years' service, while the number leaving in 1958 will be approximately 3300. *And in* 1961 (20 *years after the start of World War II*) *almost* 8000 *CPOs will "go out on twenty."* This increasing attrition rate at the top of the rating structure means an increasing amount of room for advancements.

Here's what's behind the Navy's current policy of staggering advancements. It's as simple as target-leading—shoot where the target is going to be, not where it is. Under this setup approximately 2400 PO1-to-CPO advancements could be made as a result of the February 1955 exams—and made as the billets became open; under the previous system these advancements would not have been made until the next February exam period (1956), after the billets had actually been open for some time.

By combining the attrition rate for the next few years with the system of staggering advancements in rating, you can see why the promotion picture gets brighter and brighter. For instance, the new PO3 of 1955 will first be eligible for CPO about 1959—the year some 3550 CPOs are expected to enter the Fleet Reserve. The non-rated man now in the first half of his first enlistment will have his time requirements for CPO about 1960—the year some 3700 CPOs will be Fleet Reserve-bound. And those not making chief in 1959 or 1960 will have 1961 to look forward to—the year when more than 8000 CPOs will complete their "twenty."



"See, I told ya they had 'em here too."

"What do you mean, 'I see something'?"

What You Need to Know and Do to Qualify for Advancement

WITH THE RAPID APPROACH of the August examinations, which provide advancement possibilities for all ratings in pay grades E-4 through E-6, it's time to review the information that will help you establish eligibility for advancement in rating. Do you know whether you would be eligible, for example, if the need for your rate should be *increased?*

Here is the current information on eligibility for advancement as it applies to you.

Marks Requirements

To be eligible for advancement in rate or rating, you must fulfill the following requirements as to proficiency in rate marks and conduct marks listed in chart below.

In addition, if for any reason your marks are below the standard during the marking period in which the effective advancement date falls, the end of that period (quarter) shall be used in determining your eligibility for advancement.

However, if you have been in school or recently recalled to active duty and these marks are absent from your record you will not be ineligible for advancement.

Sea Duty Requirements

In addition to service in pay grade

"Then her daddy made chief and they lived happily ever after."

requirements, certain sea duty periods are included as additional requirements for the following pay grades:

- For advancement to pay grade E-6—six months of sea duty while in pay grade E-4 and/or E-5.
- For advancement to pay grade E-7—six months' sea duty while in pay grade E-6.

The above sea duty requirements do not apply to enlisted women, Navymen in ratings CT, MA, DM, JO, and GS; Navymen in Group IX (Aviation) ratings; or personnel classified L5 or L6 (limited duty) by BuPers or authorized commands.

Service Requirements

To be eligible for advancement you must complete the following service requirements in the next lower pay grade while on active duty:

E-1 to E-2	**No specified time for advancements effected upon completion of recruit training centers; otherwise four months' naval service.**
E-2 to E-3	**Six months.**
E-3 to E-4	**Six months.**
E-4 to E-5	**12 months.**
E-5 to E-6	**12 months in grade and 36 months total active service.**
E-6 to E-7 (CPOA)	**36 months.**
CPOA TO CPO	**12 months.**

Training Courses

The training courses for individual rates and ratings listed in the current edition of *Training Courses and Publications for General Service Ratings* (NavPers 10052) and marked with an asterisk are mandatory for advancement in rate. Reserve personnel holding Emergency Service Ratings may take the course for the associated General Service Rating. Also, completion of any training course that is applicable for two pay grades will satisfy the requirement for both pay grades.

The "General Training Course for Petty Officers" listed in NavPers 10052 must be completed before a Navyman is eligible for an initial advancement to a petty officer grade. However, it is not required for subsequent advancements.

You may satisfactorily complete a training course by either of the following methods:

- Demonstrate a knowledge of the material in the course book by passing locally prepared and administered tests.
- Pass the Enlisted Correspondence Course based on the training course. See *Catalog of Enlisted Correspondence Courses* (NavPers 91200).

Satisfactory completion of a Class A School may be considered as meeting the requirement for completion of the training course for the applicable pay grade E-4 rate, and for the HN and DN rates. However, graduation from a Class A School does not satisfy the requirement for the "General Training Course for POs."

Pay Grade	*Proficiency in Rate*	*Conduct*
E-1 to E-2	**No requirements as to marks.**	**No requirements as to marks.**
E-2 to E-3	**No marks less than 2.5 for preceding six months and not less than 3.5 for quarter preceding advancement.**	**No mark less than 2.5 for preceding six months and an average of not less than 3.25 for six months preceding advancement.**
E-3 to E-4	**No mark less than 2.5 for preceding six months and not less than 3.5 for the quarter preceding advancement.**	**No mark less than 3.0 for preceding six months and an average of not less than 3.5 for six months preceding advancement.**
E-4 to E-5	**No mark less than 3.0 for preceding 12 months and an average of not less than 3.5 for 12 months preceding advancement.**	**No mark less than 3.0 for preceding 12 months and an average of not less than 3.5 for 12 months preceding advancement.**
E-5 to E-6	**No mark less than 3.0 for preceding 12 months and an average of not less than 3.5 for 12 months preceding advancement.**	**No mark less than 3.0 for preceding 12 months and an average of not less than 3.5 for 12 months preceding advancement.**
E-6 to E-7 (CPOA)	**No mark less than 3.0 for preceding 24 months and an average of not less than 3.5 for 36 months preceding advancement.**	**No mark less than 3.0 for preceding 24 months and an average of not less than 3.5 for 24 months preceding advancement.**
CPOA to CPO	**Have no mark in conduct less than 4.0 and no mark in other required subjects (proficiency in rating, seamanship, mechanical ability, leadership) less than 3.5 for a period of one year preceding date of recommended appointment to chief petty officer, permanent appointment.**	

Satisfactory completion of a Class B School may be considered as satisfying the requirement for completion of the training course for the applicable pay grade E-6 rate. However, the training course must be completed for advancement to pay grade E-7.

Satisfactory completion of a Class P School (designed to conduct training at a preparatory level) may be considered as satisfying the requirement for completion of the training course for the applicable pay grade E-3 rate.

In addition, completion of the following schools is required for advancement to the rates indicated:

DT3—Dental General Technician, Class A.

HM3—Hospital Corps, Class A.

PR3—Parachute Riggers, Class A.

MN1—Advanced Mines, Class B.

MNCA—Advanced Mines, Class B.

MUCA—Advanced Music, Class B.

AGGA—Aerographer's Mates, Class B.

Practical Factors

To give every enlisted man an opportunity to demonstrate practical ability in his rate or rating, certain qualifications which have been termed "practical factors" have been introduced under the military requirements for all enlisted personnel in the Navy and under the professional requirements for all rates.

You do not have to wait until you are advanced before you start to qualify in the practical factors of higher rates. For example, a PO3 or PO2 may qualify in the practical factors for CPO. However, each practical factor for the next higher rate must be completed and this completion noted in your service record before you may be considered eligible to take the final examination for advancement.

As each practical factor is completed to the satisfaction of your commanding officer a notation will be entered in your service record.

The practical factors are noncompetitive and no relative or absolute mark is assigned, but they are planned to indicate that you can definitely perform the required tasks. The importance of the practical factors cannot be too strongly emphasized, as they provide an opportunity for you actually to prove your ability in the practical aspects of each rate, and in many instances, they permit you to demonstrate your ability as a leader.

The practical factors for your rate are outlined in the *Manual of Qualifications for Advancement in Rating* (NavPers 18068) under both military and professional qualifications.

Examination Subjects

The examination subjects for your rate are also listed in the *Manual of Qualifications for Advancement in Rating* (NavPers 18068) under both military and professional qualifications. Before being advanced you must have passed an examination on these subjects. The purpose of the competitive examination system is to provide a controlled system by which each enlisted Navyman will have recurrent opportunities to compete for advancement in his chosen field of work. The actual advancement available is dependent on the needs of the service, but the determining factor in each case is the relative qualifications of each candidate. For advancement to pay grade E-3 the exam is locally prepared and administered. The examinations for advancement to pay grades E-4, E-5 and E-6 are announced and conducted by the Chief of Naval Personnel twice a year, usually in August and February. Examinations for E-7 are announced and conducted once a year.

Candidates for the service-wide examinations are not nominated until the announcements are made. If you take one set of exams but are not advanced before the next examination takes place, you must compete again.

Recommendation by Commanding Officer

The recommendation by your CO is an important part of the requirements for your advancement. The CO gives careful consideration to your ability to perform the work and carry the responsibilities of the higher rating with emphasis on your leadership ability and personal integrity.

"I'd hate to spank a First Class Petty Officer, just because he refuses to go to bed."

Ineligible for Special Reasons

A Navyman will be ineligible for advancement if he is:

- In a disciplinary status (as distinguished from probationary status).
- Undergoing treatment at a hospital or other medical facility or awaiting action of a clinical board, medical survey board, or a physical evaluation board, unless hospitalization is a result of wounds received in actual combat with enemy forces.
- Prisoners of war and missing personnel, unless special authorization for advancement is made by the Chief of Naval Personnel.

Advancement After Reduction in Rating

Navymen who have been reduced in rating by their commanding officers for an offense or by sentence of a court martial must fulfill the service and other requirements currently in effect for readvancement and for each subsequent advancement. A CPO who has been reduced to PO1 will be eligible to compete for readvancement if he fulfills the current marks requirements for advancement to CPOA over a two-year period and is considered in all other respects qualified for advancement.

Navymen who have been reduced in rate by their COs for lack of qualifications to perform the duties of their rate as distinguished from reduction for disciplinary reasons, are not required to serve again any set length of time to be eligible for readvancement. Eligibility in such cases depends on the individual' eventually acquiring the necessary military and professional qualifications for the higher rate.

In addition, permanent appointments to chief petty officer which have been revoked by the Chief of Naval Personnel and in which cases commanding officers have issued acting appointments as of the date following revocation, will not be reissued until the expiration of at least one year following the date the appointment is revoked.

For further details on advancement see BuPers Inst. 1414.2A.

Applications May Be Submitted Now By Qualified Ensigns and LTJGs for Submarine School

Applications from volunteers for submarine training for the January 1956 class are being accepted from line officers in the grade of lieutenant (junior grade) whose date of rank is on or after 1 Jun 1953, and of ensign whose date of rank is before 1 Jan 1955.

The length of the course is six months. Applications should reach the Chief of Naval Personnel (Attn: Pers B1117) not later than 1 September. The following information is contained in BuPers Inst. 1520.6E:

- Officers are selected upon the quality of their fitness report records and their educational background.
- All officers should be qualified to stand OOD watches underway before they report to the Submarine School.
- Physical examination report (Standard Form 88) must be forwarded with the application to the Chief of Naval Personnel.
- The time spent in training at the Submarine School will not count toward fulfillment of obligated service if you are dropped from the school at your own request.
- The obligation to serve at least one year after reporting to a submarine is in addition to present obligation and any other active duty requirement.
- If you apply and fail of selection, you will not be considered automatically for the next class. Separate applications are required for each class.

All applications will be acknowledged by the Chief of Naval Personnel.

You will not be ordered to the Submarine School unless you:

- Have completed at least one year of active commissioned service as of 1 Jan 1956.
- Are physically qualified for submarine duty as established by BuMed *Manual.*
- Execute a signed agreement: 1.) Not to resign or request to be released from active duty during the course and for at least one year after reporting to your first submarine duty; and 2.) Understand that successful completion of the course will result in one year of obligated service in addition to any obligated active duty previously incurred.

The same authorization for the current program also announced the names of 120 officers selected for the July 1955 submarine school class.

WHAT'S IN A NAME

Scylla and Charybdis

Among the sailors of ancient days there was a saying, "Between Scylla and Charybdis," which referred to the dangers a mariner might encounter on the high seas.

Although the modern sailor probably wouldn't recognize either Scylla or Charybdis, one version of this early phrase is still common today in the saying, "Between the devil and the deep blue sea."

Scylla was a devilish monster of mythological origin, with 12 feet and six heads who lived on a treacherous rock. Charybdis was the counterpart of the deep blue sea in one of its most dangerous forms—that of a whirlpool (Charybdis is the Greek word for whirlpool). What made these two especially fearful to the sailor was the fact that they were located close to each other on opposite sides of the narrow Strait of Messina (between Sicily and Italy) where many a ship had to pass in its travels.

There are several legends about these phenomena. In one of these, Charybdis is pictured as a demon, a woman of enormous appetite, who was changed into a whirlpool by Jupiter, king of the gods. Another account has it that Charybdis was a man who

lived under a huge fig-tree on a rock and turned on the whirlpool three times each day. Still later tales relate that he stole the oxen of Hercules, was killed by lightning and changed into the gulf.

Opposed to Charybdis was the sea monster that lived on the rock, Scylla. In addition to its six heads, it had three rows of pointed teeth and was supposed to bark like a dog. Each creature stayed in its place to prey on the unwary mariner who ventured too near.

Flight Status Selection Board To Review Records of Aviators

As a part of the establishment of a Flight Status Selection System, a board of senior naval aviators, to be known as the Flight Status Selection Board, will convene each year to review the flight and service records of naval aviators and submit recommendations to the Chief of Naval Personnel as to their retention in an active flying status.

The Board, which will usually meet in April each year, will review the flight status of aviators:

- Whose age and grade are not compatible. These will include lieutenants over the age of 40, lieutenant commanders over 45, commanders over 50.
- Who have been recommended for reclassification by Naval Aviator Disposition Boards or Naval Aviator Evaluation Boards when these boards have been unable to take final action, and who request a review of the case.
- On first reaching their 14th, 21st and 28th year of active commissioned service.

A letter of intent will be addressed to each naval aviator whose status may be changed. Before orders are issued, each officer will be given an opportunity to submit a written appeal or, if he feels that he will be better able to present his case in person, he may make such a presentation to the Chief of Naval Personnel at his own expense. All final decisions will rest with the Chief of Naval Personnel.

Each of the Secretaries of the Armed Forces have been directed by the Secretary of Defense to establish a similar Flight Status Selection System for their respective departments. This system will bear a definite relationship to the present selection procedures for promotion.

Details may be found in BuPers Inst. 1231.1.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 14—Announced approval, by the President, of the Selection Board report which recommended promotion of Regular Navy and Naval Reserve staff corps officers to the grade of lieutenant.

No. 15—Announced the convening of line selection board to consider women officers of the Regular Navy to promotion to lieutenant commander.

No. 16—Announced approval by the President, and effective date of 1 Apr 1955, of the Career Incentive Act of 1955, which amends the Career Compensation Act of 1949.

No. 17—Prescribes policy and procedure for review of manuscripts concerning military matters.

No. 18—Modifies *Joint Travel Regulations* with respect to authorized weight allowances of E-4s with more than four years' active military service.

No. 19—Modifies *Joint Travel Regulations* with respect to the establishment of dislocation allowance.

No. 20—Supplements Alnav 17.

No. 21—Announces decision of Comptroller General concerning overpayment of certain classes of reenlistment bonuses.

No. 22—States that priority consideration will be given to personnel reenlisting with USS *Forrestal* (CVA 59) as first choice of duty, providing their rates are included in ship's allowance.

BuPers Instructions

No. 1133.4—Restates the instructions contained in Alnav 2-55 permitting a readjustment of enlistment contracts of short-time personnel and providing added incentive for reenlistment by permitting Regular Navy personnel who so desire to be discharged within one year of their normal expiration of enlistment date for purpose of immediate reenlistment.

No. 1231.1—Promulgates information concerning the establishment of a Flight Status Selection System, which is to be used in an annual review of the flight status of certain categories of naval aviators.

No. 1336.2A — Describes procedures by which enlisted personnel may request enrollment in the Naval School of Music and includes information regarding the courses of instruction available at that school.

No. 1430.6B—Provides instructions governing the issuance of the Petty Officer Appointment Forms, DD Forms 216N and 216NR.

No. 1520.6E — Announces the names of those officers selected for the class convening 5 Jul 1955 at the Submarine School, New London, Conn., and requests applications from Regular Navy and Naval Reserve line officers on active duty for the class convening January 1956.

No. 1530.18A — Provides information about the USAFI courses that will prove helpful to naval personnel who wish to review for the preliminary examination for assignment to the Naval Preparatory School.

No. 1751.1—Deletes that portion of NavPers 668 which inquires into the marital history of a serviceman and his wife.

No. 1900.1B—Promulgates a list of naval activities within the continental United States to which male personnel who are to be transferred for separation may be transferred.

BuPers Notices

No. 1801 (5 Apr)—Promulgated Change No. 1 to BuPers Inst. 1801.2A, which is concerned with non-disability retirement of officers and warrant officers.

No. 1120 (6 Apr)—Changed BuPers Inst. 1120.10A to permit women to apply for commissioned grades in the administration and supply section of the Medical Service Corps.

No. 1741 (8 Apr)—Provides instructions for completing Item 21 of Record of Emergency Data (DD Form 93). See page 9.

No. 1306 (13 Apr)—Promulgated Change No. 1 to paragraph 19.b BuPers Inst. 1306.20B, which is concerned with administrative details of sea and shore rotation of enlisted personnel.

No. 1300 (15 Apr)—Modified Bu-

HOW DID IT START

Mate

"Mate," originally "master's mate," is an old Navy title dating back to colonial times.

The mate was then the first or chief mate of a vessel. By the Act of 1815, the order of command aboard ship was Captain or Commander, Lieutenant, Master, Master's Mate, Boatswain, Gunner, Carpenter, and then Midshipman.

Although he was an officer (considered a warrant officer or warranted master's mate), the mate was not in line of promotion and held his position by appointment.

He usually ate in the steerage or with the warrant officers, and might be ordered to duty in charge of boats, as mate of the deck or any special duty prescribed by the commanding officer.

After 1843 no new appointments to mate were made. However, the Civil War brought about temporary appointments when a great increase in naval personnel was needed. By a Congressional Act in 1865 they were given an increase in pay and were rated from seamen and ordinary seamen whose enlistments were not to be less than two years.

Within five years they were recognized as a part of the naval forces, but their number gradually diminished, and in 1894 they were given the same retirement benefits as warrant officers. By inducing retirement the Navy allowed this grade to go into abeyance.

Pers Inst. 1306.14B, which establishes procedures for distribution and rotation of enlisted personnel of the Machine Accountant rating.

No. 1326 (18 Apr) — Reemphasized the basic principles governing the issuance and proper administration of temporary flight orders for enlisted personnel.

AlStaCon

No. 2—States that, until further notice, there will be no public display of Navy guided missiles and associated equipment or other new devices including new weapons, experimental aircraft or new military equipment.

List of Latest Motion Pictures Available for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in April.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

The Other Woman (233): Melodrama; Cleo Moore, Hugo Haas.

Fire Over Africa (234 (T): Romantic Drama; Maureen O'Hara, MacDonald Carey.

Brigadoon (235) (T): Musical; Cyd Charisse, Gene Kelly, Van Johnson.

The Last Time I Saw Paris (236) (T): Romantic Drama; Elizabeth Taylor, Van Johnson, Donna Reed, Walter Pidgeon.

Trouble In Store 237): English Comedy; Norman Wisdom, Margaret Rutherford.

Track Of The Cat (238) (T): Melodrama; Teresa Wright, Robert Mitchum, Tab Hunter, Diana Lynn.

Tonight's The Night (239) (T): Comedy; Yvonne DeCarlo, David Niven, Barry Fitzgerald.

The Far Country (240) (T): Western; Ruth Roman, James Stewart, Corinne Calvet.

The Golden Mistress (241) (T): Adventure Drama; Rosemarie Bowe, John Agar.

Cry Vengeance (242): Crime Drama; Martha Hyer, Mark Stevens.

Abbott and Costello Meet The Keystone Kops (243): Comedy; Bud Abbott, Lou Costello.

Unchained (244): Prison Drama; Barbara Hale, Elroy Hirsch, Chester Morris.

The Country Girl (245): Drama; Grace Kelly, Bing Crosby, William Holden.

Six Bridges To Cross (246): Melodrama; Tony Curtis, Julia Adams.

Laura (247) (Re-issue): Drama; Gene Tierney, Dana Andrews.

Call Of The Wild (248) (Reissue): Adventure Drama; Clark Gable, Loretta Young, Jack Oakie.

The Bamboo Prison (249): Korean War Drama; Robert Francis, Dianne Foster, Jerome Courtland.

Cattle Queen Of Montana (250) (T): Western; Barbara Stanwyck, Ronald Reagan.

Ma and Pa Kettle At Waikiki (251): Comedy; Marjorie Main, Percy Kilbride.

Pub Info Course for Officers Opens at Great Lakes

A Chicago newspaper reporter finished his story, looked up and exclaimed: "Head for the hills, everybody! We're being invaded."

The cause of his pretended alarm was a group of naval officers gathered around the desk of the city editor. They were there to learn how they could best assist the newspaper in the Navy's job of keeping the public informed.

The officers were on a field trip from USNTC Great Lakes, Ill., and were among the first to report for a new Information Officers Course conducted at the U. S. Naval Journalists School.

During their five weeks' study the students not only visit a large newspaper office but also spend time at small newspaper plants and various television and radio stations acquiring a first-hand knowledge of the problems and needs of the various media.

These field trips are but a part of the over-all instruction the students receive in the course, which ranges from a study of the naval communications system to practical work on problems of public relations.

In some respects the course parallels that given the Navy's enlisted journalists. However, the officers go into greater detail in their study of public information techniques and methods of organizing programs designed to keep the public informed.

In addition, they also receive instruction in photography, newswriting, scriptwriting and naval history.

The course is intended to proide the Navy with a group of well trained information officers for both public and internal information duties.

Many students are assigned collateral duty public information billets upon completion of the course. Others become full-time PIOs.

A maximum of 15 students is enrolled in each of the classes, which convene every six weeks. Applications for the course are now being accepted.

To be eligible, an officer must have a minimum of 18 months' sea duty and be either a Naval Academy graduate or graduate of an accredited college or university. Women officers are also eligible. Previous experience in the field of public relations is desirable but not required.

In cases where the aptitude for information work has already been demonstrated, a waiver may be granted on the educational requirements. However, candidates should have a positive interest in the field of Navy public relations and a genuine desire to attend the course.

Commands desiring to send officers to this school should submit requests for quotas to the Chief of Naval Personnel (Attn: Pers C-122), via the chain of command.

This Sky Pilot Saw Plenty of Air Action

A "sky pilot" who has spent plenty of time up in the wild blue yonder in Navy fighter planes is at present serving as a chaplain with the 2nd Marine Air Wing, Air Group 26, at Camp Lejeune, N. C.

LTJG Calvin E. Rains, USN, (ChC), served as a Navy fighter pilot in World War II and may well have been the last man to fire a shot before the fall of Japan.

On 14 Aug 1945 he was making a strafing run over a Japanese factory north of Tokyo when he received radio word of the end of hostilities. He immediately safetied his guns and returned to his ship.

The shots he fired during that last run are credited, in the history of his squadron, VF-34, with being the last of the war. The only other claim was entered by the carrier USS *Ticonderoga* (CVA 70) which also had a mission aloft at the same time. No official verdict has been forthcoming to decide which was actually the last shot but there is at least a 50-50 chance that they were Chaplain Rains'.

After the war had ended Chaplain Rains returned to college, entered a theological course and upon graduation returned to the Navy and an appointment in the Navy Chaplain Corps.

He is officially grounded now because of his noncombat status as a chaplain, but still maintains an active interest in the activities of the many aviators he is constantly in contact with as a result of serving with an aviation detachment.

The Student Prince (252) (T): Musical; Ann Blyth, Edmund Purdom, John Ericson, Louis Calhern.

Hobson's Choice (253): Comedy; Charles Laughton, John Mills.

The Bridges At Toko-Ri (254) (T): War Drama; Grace Kelly, William Holden, Mickey Rooney, Fredric March.

New Orleans Uncensored (255): Murder Drama; Arthur Franz, Beverly Garland.

Treasure of Ruby Hills (256): Melodrama; Carole Matthews, Zachary Scott.

The Looters (257): Drama; Rory Calhoun, Julie Adams.

So that's how they send those speedletters!
R. D. Hastings, PN1, USN.

Battle Taxi (258): War Drama; Sterling Hayden, Arthur Franz.

Seven Angry Men (259): Drama; Raymond Massey, Debra Paget.

Athena (260) (T): Musical; Jane Powell, Edmund Purdom, Debbie Reynolds, Vic Damone, Louis Calhern.

Ring of Fear (261): Circus Drama; Pat O'Brien, Clyde Beatty.

Crashout (262): Melodrama; William Bendix, Arthur Kennedy.

Land of Fury (263): Drama; Jack Hawkins, Glynis Johns.

High Society (264): Comedy; Leo Gorcey, Huntz Hall.

Drum Beat (265) (T): Western; Alan Ladd, Audrey Dalton, Marissa Pavan.

The Big Combo (266): Melodrama; Cornel Wilde, Jean Wallace, Richard Conte, Brian Donlevy.

Kentucky (267) (Re-issue) (T): Horse racing drama; Loretta Young, Richard Greene.

The Americano (268) (T): Glenn Ford, Ursula Thiess, Frank Lovejoy, Cesar Romero, Abbe Lane.

Conquest of Space (269) (T): Science Fiction Melodrama; Walter Brooke, Eric Fleming, Mickey Shaughnessey, William Redfield.

A Life In The Balance (270): Melodrama; Ricardo Montalban, Anne Bancroft.

Murder Is My Beat (271): Murder Drama; Barbara Payton, Paul Langton.

Timberjack (272) (T): Outdoor Melodrama; Vera Ralston, Sterling Hayden, David Brian, Hoagy Carmichael.

New York Confidential (273): Murder Drama; Marilyn Maxwell, Broderick Crawford, Richard Conte, Anne Bancroft.

Pirates of Tripoli (274) (T): Adventure Drama; Paul Henreid, Patricia Medina.

Training for Officers and PNs Begins in New Courses On Personnel Administration

The Personnel Men School, Class C-1, at San Diego's Naval Training Center, has established two new courses. Both of the courses are open to officers, and one of them is available to the top three PN rates. The new courses are:

- *Enlisted Classification* a course designed particularly for officers in, or being ordered to, personnel administration billets and open to all line officers of the rank of LCDR and below. First convened on 14 Mar 1955, the four-week course will better equip the officer to use approved techniques of enlisted classification in assigning enlisted personnel. It will also enable the officer to provide better career counseling to enlisted men.

- *Naval Organizational Analysis* is a course open to all line officers of the rank of LCDR and below, and to enlisted men in the PN2, PN1 and PNC rates. First convened on 28 Mar 1955, this two-week course will provide a broad background relative to the details of performing an organizational analysis, the value of conducting such a study, and the techniques of effecting improvements in the organization, as well as designing more effective ways to accomplish the tasks assigned to the organization.

Subsequent classes for both courses will convene every four weeks after the convening dates listed above. Quotas for officer personnel are available on request from the Bureau of Naval Personnel (Pers B232). Enlisted quotas for the Naval Organizational Analysis Course are available through the respective Service Force commanders for fleet enlisted personnel, or the Chief of Naval Personnel for other enlisted men.

New Uniform Changes for Officers, EMs and Waves Approved by Secretary of Navy

Included among uniform changes are several provisions which will make life easier and more comfortable for Navymen. Approved by the Secretary of the Navy as a result of recommendations by the Permanent Naval Uniform Board, these changes provide for:

• *Khaki Short-Sleeve Tropical Shirts*—The same fabrics now authorized for khaki long-sleeve shirts are also approved for the khaki short-sleeve shirts. This will permit the use of tropical fabrics such as tropical worsted or wool gabardine in addition to the cotton or linen now required.

• *White Tropical Shirt*—The collar of both the white and khaki tropical short-sleeve shirt will be changed from the present straight or shawl style to a regular notched collar. On the white shirt, shoulder marks instead of the metal collar insignia shall be worn.

Breast insignia or ribbons may be worn, on the white shirt only, when prescribed by C.O. Present style shirts may be worn until replacement is required or until stocks are exhausted.

• *Dungaree Rating Badge*—Petty officers first, second and third class will now wear a dark blue rating badge on the dungaree working uniform. The type finally decided upon is a newly developed photo-printed badge without specialty mark, and it may be either ironed or sewn on the dungaree's sleeve.

• *EM's White Socks*—Authorization has been given for the optional wear of white socks with enlisted men's undress white uniform for an additional one-year period until 1 Jan 1956, in order to use up present stocks.

• *Insignia for CEC Warrant Officers*—Those warrant officers specifically designated for duty in the Civil Engineer Corps are authorized to wear the CEC insignia in the place of their present warrant specialty device. This will affect approximately 135 warrant officers whose designators are 749x (CEC machinist); 759x (CEC electrician) and 779x (CEC carpenter).

• *NavCad Initial Clothing Allowance*—The minimum outfit of Naval Aviation Cadets is increased to include two sets of khaki tropical shirts and shorts.

• *Miniature Medals* – Present restrictions on the number of miniature medals or badges to be worn are removed from *Uniform Regulations.*

• *Medals and Attachments* – Attachments such as battle stars and gold stars for second awards may be worn to the left of the ribbon centerline of medals in those cases where five medals are mounted on a single bar. This will avoid concealing stars underneath the next overlapping medal of higher precedence.

• *Gloves and Belts*—Gray gloves are required as part of the Service Dress Blue uniform when prescribed; otherwise optional. Only khaki web belts are authorized with khaki uniforms.

• *Women Officers* – Wear of the medium-weight blue overcoat instead of the blue raincoat, now authorized for men, is similarly authorized for women officers. Women may also wear large medals on blue and white full dress uniform.

• *Women Officers' Hats*—Women commanders and captains may now wear gold piping on their hats as presumably originally intended but not actually so stated in *Uniform Regulations.*

• *Aiguillettes*—Aiguillettes are to be furnished to aides and attaches at the expense of funds allotted to the flag or staff to which attached, instead of as a personal expense. The aiguillettes will remain in custody of the organization which provides them.

The above changes are included in the next printed change to *Uniform Regulations,* which is now at the printers and expected to be distributed in June.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH IS ON PAGE 9.

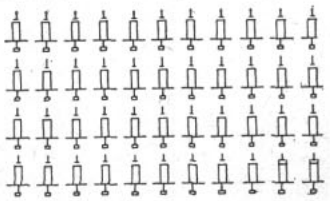
1. (a) Medical Corps.
2. (c) A spread oak leaf embroidered in gold surcharged with a silver acorn.
3. (c) Nurse Corps.
4. (b) On sleeves of blue and white uniforms.
5. (b) Supply Corps.
6. (c) Both men and women officers.

HERE'S YOUR NAVY

A corpsman uttering the old familiar words, "Roll up your sleeve," while he stands by with a hypodermic needle, has sent a chill through many a sailor. You can assume that scene will be repeated frequently during your Navy career. Just how many inoculations you will receive has been the subject of many a gabfest in the Navy and research shows there is often adequate

reason for Navymen to feel as though their arm is a pincushion. And they can be glad of it.

There are three basic series of inoculations that everyone gets throughout his time in the Navy. These are smallpox, tetanus and typhoid. You receive a smallpox vaccination when you enter the Navy and a repeat every three



years. The other two are given in a series of three during your recruit training with a booster shot given every three years. Recently it has been decided to give all Navymen the new influenza shots annually, making a total of 44 times the corpsman will approach you with needle in hand during a 20-year career.

In addition you can count on getting a few other inoculations along the way, as your sea duty will take you

to various locations where other diseases are prevalent. These may include any or all of the following: yellow fever, typhus, cholera, rocky mountain spotted fever, diphtheria, Japanese B Encephalitis or in very rare cases, the plague. All told, they add up to a total of 60 inoculations, or an average of three a year for your "20." That's a small price to pay for the protection afforded.

Roundup of Action on Legislation of Interest to the Navyman

HERE ARE THE HIGHLIGHTS of the legislative action by the 84th Congress of interest to naval personnel.

This summary includes those bills which have been introduced, and those on which action has been taken. Bills which were listed as introduced in the April 1953 issue of ALL HANDS, and on which no further action has been taken, are not listed here. Future summaries will contain information concerning new items as well as changes in the status of bills reported or introduced.

International Sports—P. L. 14 (formerly S 829): Authorizes Armed Forces personnel to participate in the Olympics and other international sports competitions. Signed by President.

National Reserve Plan—H. R. 5297 (formerly H. R. 2967): Provides for the training and organization of Reserves. Reported favorably by the House Armed Services Committee.

Transportation—H. R. 2121 and S. 796: Authorizes expenditure for return of household goods and personal effects despite weight limitations. Passed by House.

Claims—H. R. 3996 and S. 1387: Removes $2500 limitation on claims by military and civilian personnel. Passed by House.

UMT&S—H. R. 2217 and S. 802: Would forego final physical examination for inductees continued on active duty in another status. Passed by Senate.

The following bills were introduced and, at the time of this writing, no further action had taken place:

USS *Olympia* — S 1190: Grants a new 6-month period within which applications may be made to the SecNav for donation of *Olympia*.

Voluntary Extension of Enlistments —HR 5000: Allows voluntary extensions of enlistments for periods of less than one year.

Widows' Pensions — S 1213: Provides same basis for awarding pensions to widows and children of WWII veterans as now providedd for widows and children of WWI veterans.

Navy Naturalization—S 1258: Permits naturalization of certain persons by reason of honorable service in Navy before 24 Dec 1952.

Uniform Classification — S 1280: Provides for uniform classification of certain persons who are subject to provisions of UMT and Service Act.

Extend Education Benefits—S 1282: Extends until Jul 1959 the basic service period for establishing eligibility for servicemen's educational benefits.

Retirement Benefits—S 1345: Readjusts equitably the retirement benefits of certain individuals on the Emergency Officers Retired List.

Alaska Allowances—S 1388: Validates station allowances for certain Army, Navy and AF personnel previously based in Alaska.

Milk Ration—S 1420, HR 4914: Provides that the daily ration of Army, Navy, Marine Corps, Air Force and Coast Guard personnel

Duty on Forbidden Mountain

Sailors who've been around the fleet for a time know that the Navy has billets in some mighty odd places —like the top of "Forbidden Mountain" on Hawaii's Oahu Island. Situated northwest of Pearl Harbor, Mauna Kapu is home for numerous wild pigs and two radio relay stations and their Navy keepers.

The stations, vital links in the Navy's Pacific communications network, are used to relay radio traffic between the world's second largest transmitter at Lualualei and Pearl Harbor. The relay stations are necessary because the Waianae mountain range lies between "Pearl" and the transmitter. Electronics technicians, one stationed at each of the two relay points, keep the equipment manned and ready at all times.

From Forbidden Mountain, the only means of reaching civilization is a winding, one-lane road, seven-and-a-half miles long. Once a week, a Navy supply truck threads its way up the twisting road to deliver spare parts and mail.

But life is not so lonely as it sounds, since both operators have their wives living with them. The lower of the two relay stations is operated by Eddie F. Edwards, ET3, USN, and his wife Carol. They have lived at Mauna Kapu for nearly two years and enjoy both their vast view of Oahu and their busy routine.

The upper relay station, a quarter-mile away, is manned by Carl H. Schubert, ETN3, USNR, and his wife Mary Lou. Although they have lived there for a shorter time, the Schuberts share the Edwards' delight in Forbidden Mountain and the two couples are close friends.

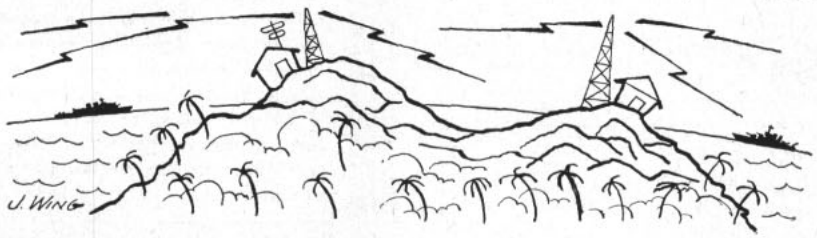
Schubert has a television set which the Edwards share, while Edwards has an auto for necessary trips to the valley; however, they have gone as long as three months without leaving the mountain top. Their only other contact with the outer world is a telephone system which links both relay stations with "home base."

All is not smooth sailing for the mountain sailors, though. During Hawaii's rainy season frequent downpours require that the men maintain an all-night vigil to insure that important radio transmissions are going through their equipment properly. High winds often play havoc with their directional antennas, necessitating frequent adjustment and care.

And aside from their regular duties, Edwards and Schubert are sometimes asked to look for survivors of airplane crashes and lost hikers. From their "home in the sky" they also maintain a watchful lookout for forest fires.

Despite their strenuous duties and their isolation, however, both families agree that "Forbidden Mountain" is topnotch duty.

—Tillman H. Bach, JOSN, USN.



shall include at least one quart of milk per day.

Navy Running Mates—S 1441, H.R. 4229: Provides running mates for certain Navy staff corps officers.

Navy Exams—S 1443, HR 4704: Provides for examination preliminary to promotion of naval officers.

Family Housing — S 1501: Adds new title to National Housing Act providing additional authority for insurance of loans made for construction of urgently needed military housing.

WWI Pensions—HR 4264: Grants a pension of $100 per month to all honorably discharged veterans of WWI who are 60 years of age.

Accrued Leave—HR 4290: Provides that leave accumulated by members of the Armed Forces while POWs in Korea shall not be counted in determining maximum amount of leave which they may accumulate or have to their credit.

Honor Servicemen—HR 4389: Provides that a special gold star be added to the U. S. flag in honor of members of the Armed Forces who died in service.

Naval Vessels—HR 4393: Provides for construction and conversion of certain modern naval vessels.

Reserve Benefits—HR 4450: Provides benefits for Reservists who suffer disability or death from injury or disease while engaged in active-duty or inactive-duty training.

Retired Benefits—HR 4523: Provides that benefits may be paid under FECA concurrently with retired pay under title III of the Army and AF Vitalization and Retirement Act.

Burial Payment—HR 4562: Provides for payment of not in excess of $75 to cover cost of acquisition of a burial site for certain deceased veterans.

Doctor-Dentist Procurement — HR 4645: Facilitates procurement of doctors and dentists for Armed Forces by providing scholarships.

Combat Compensation—HR 4776: Provides additional compensation for members of the Services during certain periods of combat duty.

Reserve Midshipmen — HR 4801: Authorizes appointment of Reserve midshipmen in the U. S. Navy.

Burial Expenses — HR 4837: Increases limit of amounts payable in connection with funeral and burial of deceased veterans.

Widows Pensions—HR 4840: Provides pension for widows and children of deceased veterans of WWII, or of service on and after 27 June 1950, on same basis as pension is provided for widows and children of deceased veterans of WWI.

Reserve Forces — HR 4848: Provides for strengthening of the Reserve forces.

Medical Personnel — H. R. 2886: Would extend authority for induction.

Retirement — H. R. 2112 and S. 1570: Provides for retirement of temporary officers after 20 years' service.

WAY BACK WHEN

Youngest Navy Captain

Twenty-four year old Stephen Decatur, who was the youngest man to hold the rank of Captain in the U. S. Navy earned his rank through commando tactics in the Tripolitan War after the U. S. frigate *Philadelphia* was captured by the enemy in one of the best-known episodes of our early Navy. Decatur was promoted for preventing the use of the captured vessel against our own forces.

Since the Commander of the American Squadron, Commodore Edward Preble, USN, felt that the loss of *Philadelphia* to the enemy was a threat to the success of future operations against Tripoli, he declared that she must be destroyed.

Lieutenant Stephen Decatur immediately volunteered to make a night attack on *Philadelphia*. Early in February 1804, in a captured enemy ketch renamed *Intrepid*, and accompanied by the brig *Siren*, Decatur with about 75 officers and men crossed the harbor of Tripoli. While *Siren* was ordered to stay behind at a safe distance, *Intrepid* eased her way between enemy ships on one side and the combination palace and fort of the ruler of Tripoli on the other.

When she was within shouting distance of *Philadelphia*, *Intrepid* was hailed and ordered to stay away. However, Decatur's pilot who knew the language was ready with the answers to any questions asked. While the pilot carried on a conversation with the enemy guard, 12 American sailors disguised in Maltese costumes and the only ones visible to the men up on deck, quietly and quickly made their lines fast to *Philadelphia*.

But the masquerade was soon over and the cry of "Americanos!" rang out over the deck of *Philadelphia*. Decatur sprang into action and gave the word to his men to board immediately. The Americans swarmed over the sides of the captured ship and quickly overcame the surprised enemy.

According to prearranged plans, Decatur's party placed combustibles in different parts of the ship and set them on fire. With their work done in a matter of minutes they jumped back to the *Intrepid*'s deck.

Lookouts onshore awakened the sleeping garrison which came alive and opened fire on the retreating Americans. The three cruisers and galley moored near *Philadelphia* joined in the attack but their aim was no better than that of the shore batteries. Only one shot hit *Intrepid* during the half hour it was within firing range and that shot passed harmlessly through a sail.

By this time the fire abeard *Philadelphia* had heated her loaded guns and she began to fire haphazardly—one side discharging fire into the town onshore and the other firing after the high-tailing *Intrepid*.

***Philadelphia*, with her hawser burned off, drifted near the ruler's palace where she blew up.**

For his heroic leadership, which was considered the most daring feat of the age and compared with British Admiral Lord Nelson's exploit at Corsica, Lieutenant Decatur was promoted to the rank of Captain. At the age of 24 he became the youngest officer to hold this rank.

A resolution approved by Congress 27 Nov 1804 authorized "That the President of the United States be requested to present, in the name of Congress, to Captain Stephen Decatur, a sword, and to each of the officers and crew of the United States ketch *Intrepid*, two months' pay, as testimony of the high sense entertained by Congress of the gallantry, good conduct, and services of Captain Decatur, the officers and crew, of the said ketch" in destroying the frigate.

SERVICESCOPE

Brief news items about other branches of the armed services

★ ★ ★

A TEAM OF AIR FORCE researchers has moved back on the ice again, at Fletcher's Ice Island (also known as T-3). They are there to conduct a series of scientific studies.

The researchers abandoned the floating island in 1954 when it wandered too close to Ellesmere Island, in the Arctic Ocean, where a fixed weather station already was in operation.

Although the ice island is still in approximately the same position, the expedition plans to deal primarily with scientific research in such fields as marine biology and geophysical data.

A ski-equipped C-47 transport will land the party on the huge hunk of floating ice and during their stay all supplies will be air-dropped by planes from the Northeast Air Command.

★ ★ ★

AN ELECTRONIC "BRAIN" which takes over the controls of a drone and flies it safely in case the remote control system fails has been developed by the Air Force.

The "brain" goes into operation when the "mother" plane is disabled or the ground control station is bombed out or lost. The new device flies the drone automatically, thus keeping it from crashing.

If the drone is high enough for safety's sake when the outside control is lost, the electronic master mind maneuvers it into a left turn at 265 miles an hour. The drone will then fly around in a circle until the control beam comes on again from another outside source.

If the drone is too low, it is put into a full power climb of seven degrees and, at 200 miles an hour, goes into a climbing left turn until the proper altitude is reached. Then it starts flying in circles.

★ ★ ★

A METAL RESCUE BASKET, for use by helicopters in effecting sea-air pickups of survivors, has been developed by the U. S. Coast Guard and will soon be installed on most of the Coast Guard's rescue helicopters. It was the brainchild of CAPT Frank A. Erickson, USCG (Ret.) former head of the Coast Guard's Rotary Wing Development Unit.

NIGHT PHOTO shows armored infantry moving up to position in personnel carrier during exercises in Korea.

The new basket is attached to a boom. When a "survivor" is spotted in the water the boom is extended and the basket lowered about 15 feet below the copter. The pilot then comes to a hover approximately 20 feet down wind from the survivor while the hoist operator lowers the basket into the water, lets out five or 10 feet of slack and then coaches the pilot into position.

As a result of this new development the pilot can concentrate on maneuvering the aircraft. The basket is so constructed that the resistance of the water causes it to heel, forcing the lower rail under the survivor, while the upper rail prevents him from being washed through. A completely unconscious or helpless person can be picked up in this manner.

When the hoist operator sees the survivor safely in the basket he directs the pilot to climb out of the reach of the waves before hoisting the survivor into the helicopter.

Such a procedure makes it unnecessary for a man to jump into the water and attach the sling to an unconscious survivor, as was necessary in the past.

★ ★ ★

WING FUEL TANKS on Air Force planes will take on a new look shortly, following the development of a plastic, droppable fuel tank that will replace the present aluminum style.

These new wing tanks have two distinct advantages over those now in use. First, after the fuel has been used they can be dropped and will smash upon impact. The aluminum type when dropped could be salvaged by an enemy.

The second big advantage to the plastic tanks is the fact that they will free a great deal of aluminum to go into other phases of defense.

The plastic tanks will be somewhat heavier than their aluminum counterparts but engineers believe further development will reduce the plastic tank weight to that comparable to aluminum.

Basically there are two styles of plastic tanks under development. The one which is being produced and will soon start appearing on Air Force planes is standardized at 225 gallons but they can be reduced to a capacity of 200 gallons or increased to 250 gallons by shortening or lengthening the barrel, or center section, of the tank. The other style will hold a maximum of 450 gallons of fuel.

General appearance is the same as the aluminum wing tanks. However, the aluminum type has a knockdown feature that has not been achieved as yet.

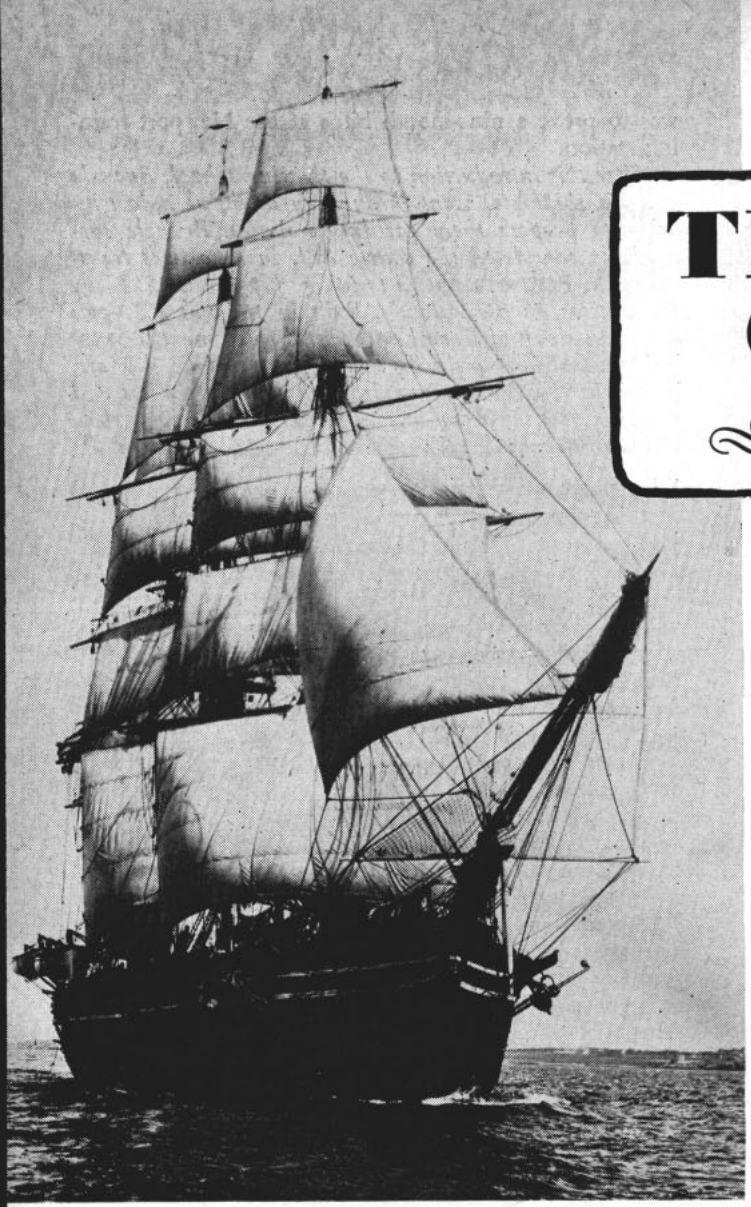
★ ★ ★

PAY DAY TWICE A MONTH will now be the rule for the Air Force following a six-month testing period, and the Army is contemplating the same plan.

When the experiment was completed it was found that more than 75 per cent of the airmen were in favor of getting paid twice a month instead of the earlier, once-a-month schedule.

However, top three pay grades will be paid once a month if they so desire. During the test period only officers were given this option.

New paydays for the Air Force will be the 15th and last day of each month.



TRAINING CRUISE 1889

It's a rare occasion when a Navyman not only lives through an important part of the development of our Navy but is able to write about his experiences with skill and humor. However, retired Yeoman Fred J. Buenzle, has accomplished just this in his *Autobiography*.

The author had just turned sixteen when, in 1899, he signed articles as an apprentice in the U. S. Navy. He went through the usual hazing period as a recruit, and during the many years he followed the sea he accumulated innumerable anecdotes of the days of sailing vessels, of the transfer to steam, of the Battle of Santiago, and of the transition of the "old Navy" to the "new Navy" following the Spanish-American war.

After his enlistment and after he had served on board ST. LOUIS *for several months as apprentice, he was transferred to Newport, R. I., at that time the only training station in the United States for enlisted personnel.* NEW HAMPSHIRE *was the training vessel then stationed at Newport.*

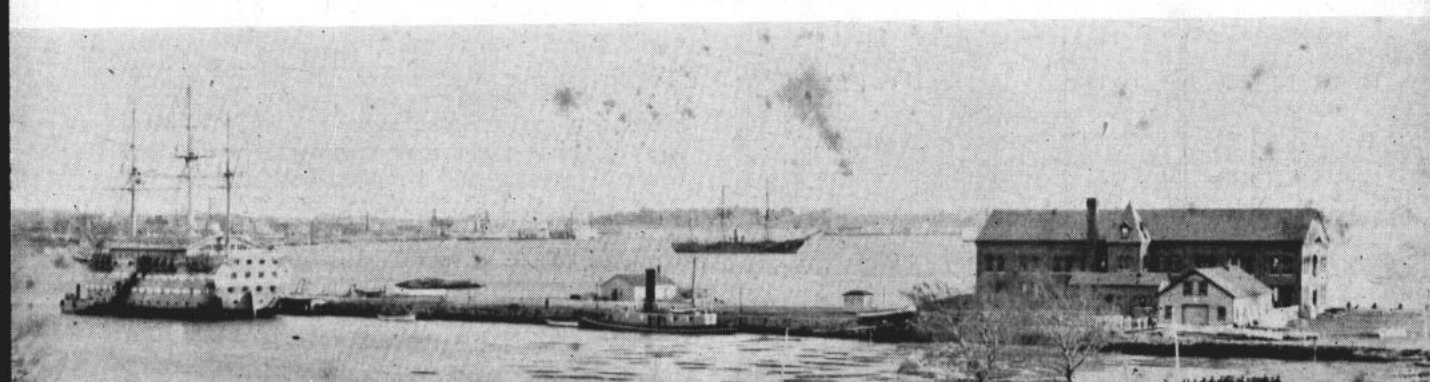
NEVER BEFORE IN MY LIFE had I seen such a large group of boys as the crowd that greeted us with jeers when our new ship loomed up, misty and gigantic, in the thick New England fog. Over the bulwarks showed scores of youthful heads all crying out the same time-worn jest:

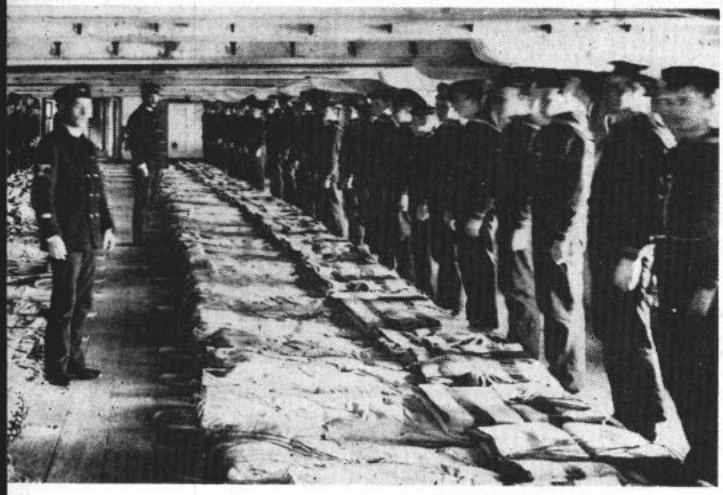
"Ahoy, Philadelphia! You'll be sorry you ever left the farm to go to sea in the *New Hampshire!*"

Our little draft, with mouths full of mist and eyelashes beaded with the clinging moisture, were in no mood to retort in valiant spirit. We had been landed from a Sound steamer at the fish-smeared wharf of Newport at two that morning, and had been locked in a malodorous waiting room for three hours until the training-ship launch picked us up. It was the Fourth of July, 1889, but we were in no mood to celebrate. Philadelphia would have looked good to all of us then.

We were hustled through a large port cut in the side of *New Hampshire* and mustered on the gun deck, where a warrant officer examined our papers amid a riotous shouting from a swarm of boys, young and old, that hovered threateningly about us.

Aside from the anticipated fun of initiating a draft of greenhorns in proper style, the youthful crew was in high spirits because it was to take part in a parade at



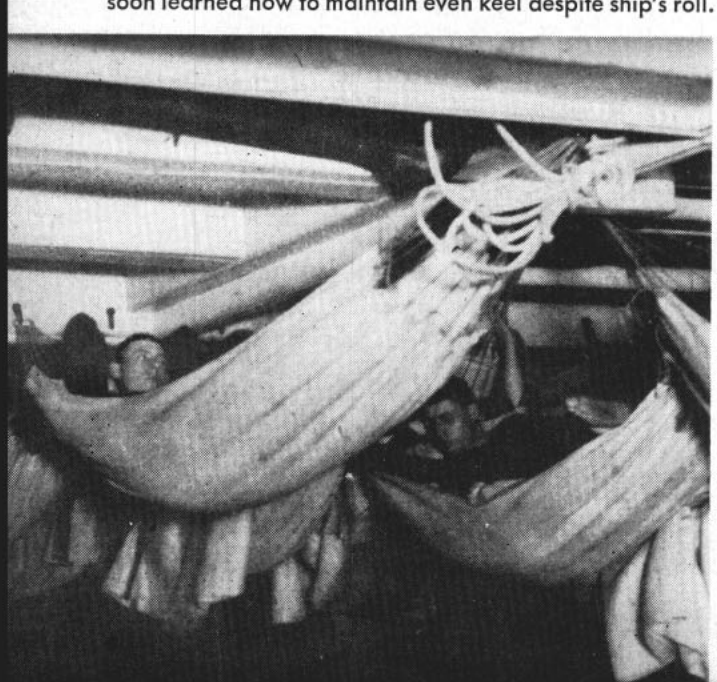


CLOTHING INSPECTION is conducted in *USS New Hampshire*, training ship for recruits, at turn of the century.

Newport. We new boys were not to have a place in that drill, however, and instead wrote letters, prowled about our new home, and made friends with apprentices in the sick bay. All of them did little to cheer our lot, prophesying dire doings when the Fo'c'sle Cadets gathered that night as an informal reception committee.

Sure enough, our squad had to make its appearance before these Cadets, chiefly from New York City. Philadelphia lads were always fair game, for some reason, and we were hazed with enthusiasm. It did no good to resist, for that made it all the worse for us. We had to answer questions in seamanship and gunnery on points we knew nothing about, and they pretended we were marked on our records for our failures. We had to go over the masthead barefoot—a painful proceeding—and were then compelled to do other stunts not mentioned in any *Bluejacket's Manual,* until our well-meant efforts caused such a commotion that the mate in charge of the deck could no longer ignore what was going on. This was my initation into what

HAMMOCKS were strung up in the gun decks. Sailors soon learned how to maintain even keel despite ship's roll.



was to prove a nine-month hitch at the Newport training station.

After this introduction to the training school, Buenzle and his shipmates went through an intensive indoctrination to prepare them for future duties. Buenzle successfully completed the course and, in time, was transferred to PORTSMOUTH, *a training ship for U. S. Navy apprentices on the Atlantic. Built in 1843 as a 20-gun first class sloop of war of 846 tons displacement,* PORTSMOUTH *had been active in the Mexican and Civil Wars, served in the African squadron, in the East Indies and China Coast, and in 1878, became a training ship. Below, Buenzle describes* PORTSMOUTH'S *departure.*

WHEN WE REACHED our stations on deck, we found that the executive officer had taken his place on the weather horse block and there, leaning his bulk over the pipe rail, was bellowing order after order. The ship was drifting astern, and the helm was put hard down.

"Let go fore and main clew garnets; sheet home the courses!" Two more great sails filled with the wind. Men ran away with the headsail halyards, and our bow fell off to the rattling accompaniment of sheet blocks and pendants. A few men left below at the capstan had run the anchor up to the hawsepipe, where it dangled and dripped as water from the clanking head pumps splashed on the broad flukes to wash away sand and seaweed. We were headed, I noticed, back toward New York—why was that? I was still unacquainted with the secrets of sailing a great ship against the wind.

The captain stood beside the brass canopy of a hatchway, alert to the movements of the helmsmen, glancing now at the pennant aloft and now at the buoys to right and left of us. A swarm of gray gulls rose from the beach and hovered over our stern, screeching so that we could scarcely hear the cries of the leadsmen in the chains. On up the roads we sailed, close-hauled on the starboard tack, the captain's eye fixed on the leech of the main topgallantsail.

Suddenly, with arm extended, he waved his hand to the right. The blare of the executive officer's voice through his trumpet frightened the gulls to silence.

"Ready about! Helm's a-lee! . . . Rise tacks and sheets! . . . Haul taut; mainsail ha-a-ul!"

THE CHANTING CALL had barely blown down the wind when the yards were swung round and the ship seemed to pivot on her heel. The familiar orders heard in our peaceful harbor drills took on an urgent, new significance, and we cursed and stumbled in green anxiety, for now the safety of the great ship in a narrow channel hung on quick and sure action. It was not done with clever, practiced skill; but it was done.

There was a tense moment when the ship stood still, as if to listen. Then her head wavered, drifted slowly to starboard. We hauled on the many braces, eased the spanker boom amidships and then over to the lee side, to the clatter and churr of jib and staysail sheets forward. When I could look up, I found we were safely on the port tack, heeled over and headed out to sea. Thousands of feet of rope were lying in a seemingly inextricable tangle about decks; but the sails had filled robustly, the wind was on our quarter—the *Portsmouth's* best sailing point—and a million bubbles swirled about the rudder and rippled in our wake.

Greenhorns as we were, we had put her about and taken her to sea. A few months later the same captain

and crew worked the ship, piled with canvas, up the narrow reaches of the Elizabeth River and dropped both bowers, then put out a kedge so that we would not interfere with the traffic of the Norfolk Navy Yard. There was no turbulence or confusion, for by then our task had become second nature to us and we took pride in its swift accomplishment. We had come to know by the feel of a halyard when a yard was up or a sheet was home. We knew what rope to pull and how hard to pull it, and the precise pin of all pins where each was to be belayed. We had "learned the ropes," so that even on the darkest night we could work the ship by the manual of touch.

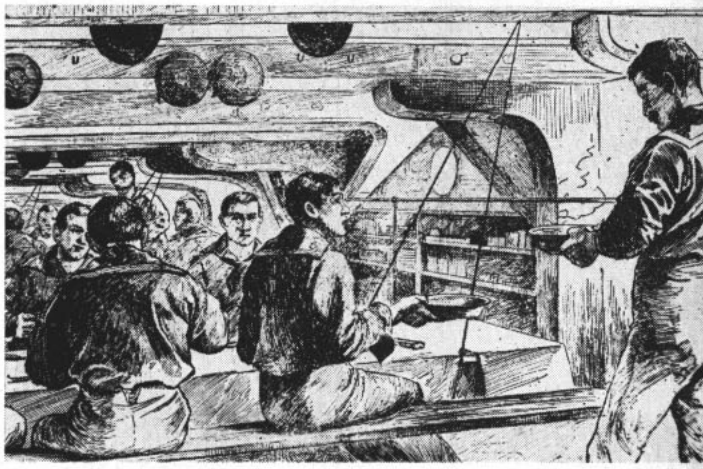
Now, as the *Portsmouth* dipped and curtsied to the Atlantic swells, we could feel the draw and lift of her upper sails and two courses before the freshening breeze. She was making six knots, which was not bad for her class. There was still plenty to be done. The decks were cleared of all shore gear, fenders, pudding mats, and the last of the sea stores. The two bower anchors were fished and brought inboard, and then secured to the billboards by frapping through their ring bolts. The cables, which had been unbent, were sent to the chain lockers. Conical "jackasses" of woven rope were drawn up through the empty hawsepipes to keep the seas out of the manger. It was beginning to rain.

THE DECK HAD BEEN GIVEN over to the starboard watch, and at seven bells we of the port watch went below for dinner. Few of my comrades had any appetite for the meal; most of them were queasy, and the calloused comments of the older men did little to reassure their stomachs. Nor was there any comfort or seclusion to be had, for after dinner we were all called to the rolling deck, where the rain continued and the sea was rising. Through the waves the hull heaved forward in a sickening series of plunges, scuppers under. We were battling an ocean.

We held southerly, and my first two hours were passed in jumping from the main braces to the crojick braces, swigging now and again at a halyard or sheet, pulling or slackening some of the spanker gear, tightening the vangs, letting go the topping lifts, or heaving the log (a special duty of the afterguard). Life seemed full of cares for a green hand, and I began to suspect that when a momen't respite came it was merely because the officer of the deck was forward superintending the trimming of gear there. For the first time I heard many sea commands that in future would stir me to automatic action, but which now were strange.

The world seemed to waver, I shivered, and my teeth rattled in my head. The sight of green water sliding by overside and the groaning of the ship made me feel as if the vessel herself was sickened by the incessant pitching of the sea. A thin sour stream trickled from the sides of my mouth. I would have given much to be able to crawl into a warm and sheltered spot, to hide in a magazine or deep in the hold, or anywhere that would take me away from the reach of rough duty calls amid a watery universe. At that moment Bob Hamilton, in charge of my part of the ship, ordered me to the wheel to take my first steering trick.

The flaxen-haired seaman at the weather side of the wheel, the post of honor, swore and spat when he saw me reach for the spokes opposite him. He needed a man, not a splinter of a boy, to help him handle the



AT MESS—Appetites of new recruits grew as they gained their sea legs. Note the mess tables hang hammock-style.

kicking old tub! His was the guiding hand, and I was barely able to follow his lead as he pulled or hung at the spokes, shifting my stand every minute or two, muscles shaking and head throbbing in the need to anticipate each contrary jerk of the rudder and flaw of the wind. The wheel seemed ready at any instant to pull my chest open.

A time-honored ceremony in our navy in those days was general muster, which was held once a month, usually on the first Sunday. This function was preceded several days earlier by the most vigorous cleaning and overhauling of the ship that a hard-working crew could accomplish.

When the fatal Sunday arrived and the ship was thought to be in perfect order, the men would clean up and haul from their bags the best apparel they owned, and after a preliminary inspection by division officers would seek their quarters. Then the captain, with his retinue, visited every part of the ship. With a solemn air he rubbed his white gloves over the beams and carlings and across the bottoms of scouse kettles in every mess.

It was: "Put this man on the report—that paintwork shows streaks!" "That gear should be stowed better." "Boatswain, can't you see that the bunt gasket of your main royal is not square?"

The ship's writer was kept busy entering the names of offenders; the messengers ran for this person and that; the bugler sounded one call after another, and the boatswain's mates passed the word from deck to deck. Every man's heart fluttered with fears.

Today, however, general muster as a monthly naval ceremony has been abolished for some thirty years. It was an awe-inspiring ceremony, and when old men now speak of it, it is usually in a tone of reverence.

IT WAS ON FEBRUARY 12 that we left Barbados astern and payed off to the southward for Trinidad, also in the British West Indies and lying ten degrees north of the Equator. On the next day we entered the Dragon's Mouth leading into the Gulf of Paria, a narrow passage that was formerly an ideal lurking spot for pirates. Before us to south and west rose the mile-high mountains of the Venezuelan mainland, while on the east spired the three tall peaks that caused Columbus to name the big island after the Holy Trinity. In the Gulf, about ten miles offshore, we anchored in shallow water

EVERY SAILOR became proficient in art of sewing and darning. Ditty box at right contains needed equipment.

and prepared for days of drill and target practice.

Our captain was heard to remark to some of his officers that he had been requested by bureau officers in Washington to give his men plenty of drill, and he was always a great one to follow orders. Almost every morning we raised our hook out of the mud and exercised the ship in tacking and wearing, in reefing topsails, and in taking down light yards and masts. At other tmes the daylight hours were passed in firing our broadside guns at a triangular piece of canvas spread above a beef barrel, the ship running all the while as nearly in a circle as a sailing ship could be made to run.

BEFORE TARGET PRACTICE, days had to be spent in careful and noisy preparations for preventing accidental fires—the ceremonial opening of the lead-lined magazine, the draping of fireproofed curtains, and the donning of special apparel for ammunition rooms.

Then, when the ship was lolling ahead through the waves, the gun crews would be called to their stations, the heavy guns levered inboard by hand, the charge and saboted shot inserted in the muzzle, and the wad laboriously tamped. With the vent conscientiously filled with black powder, the guns would be run out with side tackles. Then came the anxious instant when gun captain, feet apart, lanyard in one hand with the other held high in the air, gave on signal a sharp pull.

If all the work had been handily performed, the powder bag pierced, and the vent laid perfectly, there would follow a deafening roar and the gun would jump the length of its hemp breeching like an angry mule. On a great curving trajectory the shot would approach the target in a skipping series of splashes. Considering that the ship was moving ahead all the while, and rolling from side to side, it was surprising the number of times that the gunners could hit the mark. A spellbound "Ah!" would sound from the deck above, and from one of the tops would come a cry giving the range. That shot would have hit a ship!

In those years the maritime safety of the American nation depended almost altogether upon the skill with which bewhiskered old gunners could hit a target with 11-inch smoothbores such as those that jutted from the sides of *Portsmouth*.

Another disheartening practice that seemed to come along far too often was fire drill. If there was a compartment or nook on *Portsmouth* in which we were not called to fight an imaginary fire, it must have been inside one of the full water tanks. Our backs were nearly broken straining at the pumps. As soon as it appeared that one fire was under control, the executive officer would inform us explosively through his trumpet that another fire had just been discovered in the forehold or some other place equally difficult to reach. All these drills, of course, were planned by the captain; but it seemed to us that the executive officer charged with carrying them out had his own ideas about staging them at midnight or when the watch was snoring below.

SPARE HOURS BETWEEN DRILLS were taken up with boatwork under oars or sail, and at this I was never bored. Of course the vessel was scrubbed from stem to stern daily, until she gleamed with cleanliness.

If it is true that a hard-worked ship is a happy ship, then we were a happy crowd. We sought our dreamsacks the moment hammock call was piped, and I would barely have time to ponder on the healthful salty life I was living before sleep would spring and haul me down into unconsciousness.

On Washington's Birthday the order was piped, "All hands skylark!"

Officers and men of the permanent crew contributed money for prizes. The apprentices engaged in obstacle races and pie-eating contests and competed in swimming, high diving, and wrestling. As a climax, there was a race between a whale-boat and a gig, and another between boats manned respectively by marines and berth-deck cooks.

The cooks were the favorites and won easily, to the great satisfaction of the deck department. The coxswain of the cooks' crew was a man who was covered with coarse hair on every part of his body except his head, which was completely bald. He ascribed this to wearing a watch cap through a long period of years. He claimed that, if he wanted to, he could get rid of every hair on his body by wearing extra-heavy woolen underclothes. This statement was loudly scouted by "Scupper-mouth" Hilgard, a Scandinavian with a fine head of blond hair,

SAILMAKING class gave early recruit valuable experience. This one was conducted on board *USS Portsmouth*.

which he said resulted from wearing a watch cap for many years. . . . The interesting argument had not been settled at the end of cruise.

AS WE DROPPED ANCHOR at Trinidad, the gig of Her Majesty's Ship *Ready,* moored near us, cleared away and in a short time came alongside after making a wide sweep around our stern, skimming ahead like a water beetle to a quick English stroke—a quick pull, a long pause, and another quick pull. The commanding officer of *Ready,* with cocked hat and epaulettes, came aboard to offer us any assistance that the sight of our fished topstail yard indicated we might need. The captain seemed to me a mere boy. His face was soft and close-shaven, and comparing him in my mind to the bearded, hard-faced, bull-voiced men who seemed hewed out to command naval vessels, I wagered to myself that he would never win to battle rank or advance greatly in the service of his country. He was handsome, and had a pleasant voice and easygoing air that contrasted with the constrained manner of his aide.

These two officers went below to confer with our captain, while I hastened down to the gun deck and found a starboard gun port where I could be close to the English gig held at the gangway. The trim old British salts, the first I had seen at close quarters, showed by their glances aloft a flattering interest in the way we had made our temporary repairs during the storm. I observed their natty uniforms, and wondered innocently at their similarity to our own. As I gazed, listening to their low-toned, clipped talk, our boatswain above on the spar deck began to pipe side boys. There was a hurried tramp of feet, and the Britons stiffened to attention. Two of our side boys had reached their stations on the lower platform just as I noticed that the boat cloth of the gig was drabbling in the water over its stern.

The cloth carried a coat of arms, the most gorgeous blazon of needlework that my eyes had ever beheld; and I felt a quick desire to save it from the salt water.

I hissed a call, but the coxswain stood like a statue at salute, and the noise of an eleven-incher would not have moved him. But his young superior, the British captain, had now reached the grating, and he heard me, for we were not more than three feet apart. He looked in through the port, followed the direction of my pointing finger, and rewarded me with a smile and a "Thank you, lad!" as he stepped into his boat. Not until then did the coxswain unbend, but the beardless officer had already rescued the cloth.

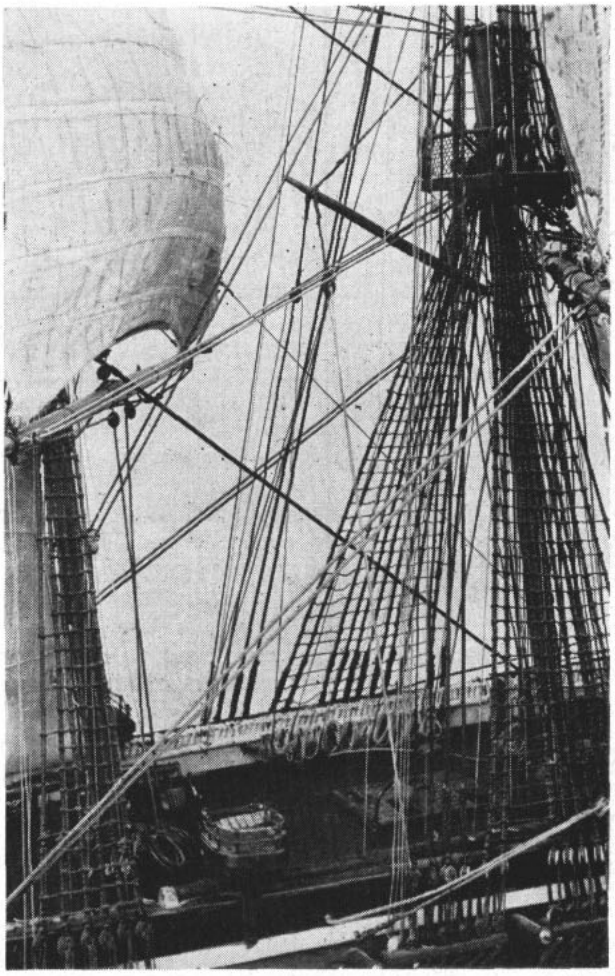
Off went the gig with its smart racing-stroke, and I was called back to my duties. Not for forty-four years did I learn, in a letter from a *Portsmouth* shipmate, that the officer whose youth and gentleness I had deplored had, after all, made a name in his profession. He had become a full captain, and an admiral, and by then held the title of "George V, by the grace of God, of the United Kingdom of Great Britain and Ireland, and of all the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India." And his picture showed me that he had also acquired a fine sailorly beard. He looked, despite stars and ribbons, the kindly commander he was, and I wondered if he ever dreamed that a humble bluejacket had once pitied him.

ON THE SECOND OF OCTOBER we dropped our hook in the North River, at New York, and furled sail on the good ship *Portsmouth* for the last time.

Our training period was over; but still I had not had my fill of the romantic life under sail and feared that I would now be drafted to some steaming man-o'-war with smoking funnels. There, I knew, I would never be privileged to fight a really terrifying storm with rollers coming over the bows and sending the gear off its pins to make a slatting hurrah's nest for a smart seaman to clear up amid the shriek of a hell-busting nor'wester. I knew also that our ship's company would now be scattered, and that I would see few of my friends again. I was sorry, for they were a gang of lively boys, and I had found during the cruise that there were few things that could down them.

While all hands were aloft furling sail at New York and putting on harbor gaskets, one of the lads slipped through the footropes on the starboard lower main-topsail yard, and fell. He landed across the main yard below, and although he must have had cause to be terrified, did not let out a cry. Krafft, the carpenter's mate, whose duty it was to help furl the mainsail at such times, with a big calloused hand grabbed the boy and coolly set him right side up on the footropes.

"Tamned kids," said Krafft, shaking his head. "Dey are alvays leaving dere stations without permission."



SCALE MODEL of *USS Portsmouth* shows quarterdeck as sketched by author while serving on board in 1880s.

TAFFRAIL TALK

Perhaps you've heard of the survey of an escort squadron which disclosed that 22.5 per cent of those on board had, at one time or another, suffered seasickness when their ships began to pitch and roll.

Another 38.7 per cent admitted they became more or less woozy at times and the balance insisted they never suffered from *that* particular affliction.

Our authority states that recommended treatment for the ailment included individual attention, sympathy and optimism dispensed by corpsmen and doctors. Not to mention, of course, shore duty.

★ ★ ★

The phrase "richest chief in the Navy," may not be strictly applicable to Macon S. Mullens, SWC, of ACB-1, Naval Beach Group School, ComPhibPac, but he's doing all right with an oil well pumping 1000 barrels a day at his home at Sunset Heights, Calif. A couple of weeks after his gusher came in, his wife's sister also struck luck—a 2500-barrel strike—and in a different field.

★ ★ ★

The Rataczak brothers of Galena, Kans., have taken steps to eliminate confusion in certain areas of the Navy. They've retired on 20. Twins, they enlisted in Joplin, Mo., where they met their future wives, also twins and redhaired.

During the past 20 years both men have served with excellent records and have made all rates together including acting and permanent appointments as CPOs. Commissarymen, they served together during WWII in USS *Juneau* (CL 52), *Detroit* (CL 8), and *Jamestown* (AGP 3), when they were separated for a while, only to rejoin forces again in USS *Sierra* (AD 18) in 1948.

They now plan to go into business—together.

★ ★ ★

A spot of rainy-day research indicates that Tia, from Masefau, Tutuila, Samoa, has, as far as we can determine, the shortest name in the Navy files. We learn that in Samoa, it's not uncommon far a man to have only one name to his name.

★ ★ ★

If you're a real camera hound, there's no telling when you may want to take night photographs from a plane traveling faster than the speed of sound. If so, you'll be happy to know that a camera is being developed to do just that, according to reports. At present, it's only available to the military, but the manufacturer has announced that models will soon be on the market for individual use.

We don't know why we tell you this, but it sounds intriguing.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• **AT RIGHT: 'MAN OVERBOARD' is the word as seconds later men of *USS Hornet* (CVA 12) hit the water in a motor whaleboat during rescue drill.**

WHAT'S MISSING?

A SURE WAY TO GET THE WORD

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